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Phase III Proposal  
Supersonic Transport Development Program  
Phase III Proposal  
BOEING MODEL 2707.

Volume II-8,

AIRFRAME DESIGN REPORT.  
PART D.

MATERIALS  
AND PROCESSES.

(14)

V2-B2707-8

September 6, 1966

(11) 6 Sep 66

(12) 225 p.

PREPARED BY

M. G. Kirtley

APPROVED BY

Z. H. Simonsen

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(15)  
Contract FA-SS-66-5

Prepared for

FEDERAL AVIATION AGENCY

Office of Supersonic Transport Development Program

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## 1.0 INTRODUCTION

The Airframe Design Report is one of a series of documents under Volume II, Technical/Airplane, called for by The FAA Request for Proposal for Phase III of the Supersonic Transport Development Program. The Airframe Design Report is bound into five documents; V2-B2707-6-1, V2-B2707-6-2, V2-B2707-7, V2-B2707-8, and V2-B2707-9. These documents cover weight and balance, component design, design criteria, loads, aeroheat, flutter, materials and processes, and structural test. This document is in response to Section V, Paragraph C-3.

The materials and processes for the B-2707 have been evaluated by tests that reflect the new operational environment (defined in D6A10107-1) and incorporate improvements developed for subsonic airplanes. The materials and processes were selected by the application of experience and theoretical knowledge to the interpretation of test results.

This document describes the materials and processes for the particular applications and the reasons for selection together with supporting data. Details of much of the development work leading to final selection of materials and processes are reported in the bimonthly progress reports D6-18110 and are not repeated in this document. Particular emphasis is placed on new materials and requirements. Those material applications with long history of satisfactory use on commercial and military airplanes are identified, but are not discussed in detail. Discussion of materials is divided into three sections — metals, nonmetals, and standard parts. Those areas in which these technologies interface are treated in that section which is most applicable and are referenced in other appropriate sections. For example, lubricants for bearings and bushings are treated in the nonmetals lubricants section to which the reader is directed by reference in the bearings section.

Material and process information is generated by qualified and experienced materials engineers to meet specific design and service requirements. Continuing materials research assures advancements in airplane technology. All information

is documented and made available to Engineering, Manufacturing, and Quality Control Departments primarily through the Boeing Corporate Document System which will be implemented for the B-2707 in accordance with the Standardization Program Document V4-B2707-19. This system ensures that positive control is exercised in materials technology during initial design concepts, design development, production, and field service. It further assures that changes to materials, processes, or standard parts are made only with the knowledge and concurrence of qualified materials specialists. The control exercised by the specifications system is extended to include Boeing subcontractors through the Materiel branch of the Operations Department. A list of Military Specifications and Handbooks applicable to this document, is included in Section 5.0.

Materials selected for the B-2707 range from relatively new materials to those used for many years in military and commercial airplanes. A summary of those materials of primary interest and their general applications are shown in Tables 1-A and 1-B.

The materials were selected on the basis of experience, research and development by Boeing, and in cooperation with the research facilities of the material producers. The parameters used in the evaluation and selection included the following:

- a. Structural efficiency
- b. Fracture toughness and crack growth
- c. Corrosion and embrittlement phenomena
- d. Fatigue
- e. Thermal and environmental stability
- f. Erosion and wear
- g. Compatability
- h. Availability and producibility
- i. Fabricability
- j. Cost

**Table 1-A Principal Materials (Metals)**

| Type                      | Material                    | Application  |
|---------------------------|-----------------------------|--|
| Titanium                  | Ti 6Al-4V                   | Skins, stiffeners, formed parts, extrusions, forgings, fasteners |
|                           | Ti 4Al-3Mo-1V               | Formed parts   |
|                           | Ti 6Al-6V-2Sn<br>Ti 7Al-4Mo | Forgings   |
|                           | Ti 3Al-2.5V                 | Tubing   |
|                           | Commercially Pure           | Ducting, low stressed structure, formed parts                    |
| Low Alloy Steel           | 4340M<br>9Ni-4Co-.30C       | Forgings<br>Forgings   |
| Corrosion Resistant Steel | 17-4 PH                     | Forgings, castings, bearings                                     |
|                           | 440C                        | Bearings   |
|                           | PH 15-7 Mo                  | Sheet components for elevated temperature                        |
|                           | AISI 321                    | Ducting<br>and   |
|                           | AISI 347                    | Tubing   |
| Super Alloys              | A286                        | Fasteners  |
|                           | Inconel 718                 | High temperature fittings and sheet                              |
|                           | Rene' 41                    |  |
|                           | Inconel X                   | High temperature ducting   |
|                           | Hastelloy X                 |  |
|                           | Hastelloy B                 |  |

*Table 1-E Principal Materials (Nonmetals)*

| Materials          | Application  |
|--------------------|--|
| Fluorocarbons      | Pressure seals<br>System seals<br>Fuel tank insulation<br>Hydraulic oils<br>Lubricants<br>Rub strips   |
| Fluorosilicones    | Fuel tank sealants<br>Faying surface seals<br>Pressure seals<br>Lubricants<br>Aerodynamic seal   |
| Methyl Silicones   | Aerosmoothers<br>Pressure sealants   |
| Modified Silicones | Exterior protective heat resistant paints  |
| Polyimide Resins   | Structural adhesives<br>Glass fabric reinforced honeycomb core<br>Reinforced laminates<br>Foams<br>Electrical insulation<br>Barrier films<br>Rub strips<br>Radome<br>Dry film lubricants |
| Polysulfone        | Interior furnishings   |
| Nomex Polyamide    | Interior wall panels, carpeting,<br>decorative fabrics   |
| Pasa Jelp 107      | Metal surface treatment for<br>titanium bonding, and paint<br>adhesion   |
| Alumina Cer-Vit    | Rain erosion protective shielding  |

**Emphasis in process development has been on the refinement and modification of established practices to suit the materials selected and the design objectives. Some materials and applications however, required development and evaluation of new processes and innovations. Examples are:**

- a. Beta Processing of Titanium — to improve resistance to fracture toughness.
- b. Dual Arc Tungsten Gas fusion welding — to substantially reduce transverse shrinkage distortion.
- c. Diffusion Welding and Brazing — to provide improved joint properties where the process can be used.
- d. Continuous Rolling of Titanium Alloy Strip — to improve surface quality, thickness tolerance, and reduce the number of joints required.
- e. High Temperature Sandwich Fabrication — to enable the use of high volatile adhesives with non-perforated core in honeycomb sandwich manufacture.
- f. Cure Forming — to accomplish forming of sandwich panel face sheets during adhesive curing.

g. Freon Vapor Degreasing — to provide for degreasing of titanium alloys with a non-chlorinated agent.

h. The Pasa Jell Process — to provide a bonding substrate which inhibits hydrolysis.

i. Polyurethane Hydroforming — to facilitate room temperature forming of small radius titanium alloy parts.

The Boeing Company has recognized the materials challenge presented by the task of airplane transportation of passengers at supersonic speeds. Material processes have been tested and selected to meet environmental requirements. Solutions have already been reached for most of them. Long-time environmental tests are in progress and are expected, with a high degree of confidence, to confirm the extrapolations which have been made.

Materials and processes controls for The Boeing Company subcontractors, and suppliers, as implemented by the Standardization Program have been established and tested.

The Boeing Company possesses the materials and process technology necessary to build a superior supersonic transport airplane and is ready to start.

## 2.0 METALLIC MATERIALS

Titanium alloys are the primary structural metals selected for the airframe, although steel, nickel base, and aluminum alloys will be used in certain components where their properties offer advantage.

### 2.1 TITANIUM

The desirable characteristics of titanium, which led to its selection, are:

- a. Strength to weight ratio is considerably higher than other materials of comparable toughness.
- b. Capability of being heat treated to a wide range of mechanical properties.
- c. Excellent resistance to general corrosion.
- d. Good welding characteristics.
- e. Good metallurgical stability and creep resistance at B-4707 service temperatures.
- f. Satisfactory forming, machining, and other fabrication characteristics.
- g. Good fatigue properties.
- h. Good thermal stress efficiency.
- i. Good availability in the required primary forms; extrusions, forgings, sheet, plate, and bar.
- j. Excellent service experience in Boeing and other manufacturers' products over a long period of time.
- k. Excellent supplier capability.

The historical background of Boeing titanium research and development, beginning in 1951 with study programs relating to missile applications qualified Boeing as a leader in titanium technology. The early studies led to the introduction of titanium into the B-47 and B-52 airplanes, Bomarc and Minuteman missiles, and current commercial airplanes. The applications include flap track and body fittings, firewall

and engine nacelle parts, spars, stiffeners, ducting, and fasteners. The alloys used were mainly Ti 4Al-4Mn and Ti 6Al-4V. Titanium has provided excellent maintenance free service life in each of these applications.

Titanium alloys were considered for Supersonic Transport (SST) applications as early as 1958. Ti 8Al-1Mo-1V was the leading titanium alloy under consideration until early 1965. At that time, results of environmental tests using a pre-cracked Charpy specimen, rather than the conventional notched Charpy specimen, demonstrated that Ti 8Al-1Mo-1V was markedly susceptible to crack propagation when stressed in salt water and certain other aqueous environments. Variations in heat treatments were tested including special processing by the producers which showed unacceptable crack propagation resistance for thicknesses greater than 0.040 in. Also, results of thermal stability tests revealed that the good fracture toughness of duplex annealed Ti 8Al-1Mo-1V deteriorated during elevated temperature fabrication. It was discovered that an extremely fast cooling rate was necessary to develop the high fracture toughness condition in Ti 8Al-1Mo-1V. This cooling rate was found difficult to attain in manufacturing processes. The undesirable properties of Ti 8Al-1Mo-1V were found to be primarily related to alloy composition. Metallurgical analysis has shown that the eight percent aluminum content, the highest for a commercial alloy, is sufficient to reduce stress-corrosion resistance and cause an ordering reaction in the alpha phase (Ref. 1). This ordering tendency explains the instability and cooling rate sensitivity (Ref. 2).

A reevaluation of candidate alloys with emphasis on resistance to crack growth in aqueous environments showed Ti 6Al-4V and Ti 4Al-3Mo-1V to be superior to other alloys. These alloys also had good metallurgical stability and fabrication characteristics. At that time, The Boeing Company under FAA sponsorship, initiated an investigation of these two alloys. The goal of this effort was to determine the processing conditions required for the optimum combination of properties including resistance to saltwater crack growth, strength, fracture toughness, and

metallurgical stability. Detailed results of this investigation were reported (Ref. 3). Based on these results Ti 6Al-4V has been selected as the primary structural alloy. Other alloys will also be used where their particular properties can be used to advantage.

#### 2.1.1 Alloys

Superior combinations of material properties were developed for Ti 6Al-4V and Ti 4Al-3Mo-1V through new heat treatments as a result of the Boeing Titanium Development Program. Improvements of 50 to 100 percent in fracture toughness and saltwater crack growth resistance over properties of previously available mill products were achieved by beta processing. Beta processing refers to annealing or hot working above the beta transus temperature of a titanium alloy and applies to mill products other than sheets. Heretofore, beta processing was considered undesirable due to loss of tensile ductility. However, it has been shown that fracture toughness is superior to tensile ductility as a parameter for predicting structural performance. The increase in fracture toughness greatly offsets the loss of tensile ductility in applications where formability is not a major consideration. As a result of these investigations, the materials and conditions shown in Table 2-A were selected.

##### 2.1.1.1 Availability and Producibility

Availability of Ti 6Al-4V sheet, strip, plate, bar, forgings, extrusions, and castings is assured based on over 12 years of increasing production capacity. Of the approximately 17 million pounds of titanium mill products shipped in 1965, more than 60 percent was Ti 6Al-4V in the forms listed above.

Ti 4Al-3Mo-1V, Ti 6Al-6V-2Sn, and Ti 7Al-4Mo are established commercial alloys and the suppliers have had sufficient production experience to meet the specification requirements.

Beta processing has been investigated by the titanium producers and considerable quantities of beta rolled Ti 6Al-4V plate have been made to Boeing specifications. The experience gained has demonstrated that beta annealing of alpha-beta rolled products and beta rolling are readily adapted to current mill practice. Either method provides satisfactory properties.

Beta forging of titanium alloys has also been developed by Boeing and a major forging company. The program included a thorough investigation of mechanical properties and the deter-

mination of forging criteria. Beta forging results in high fracture toughness and improved forgeability due to the higher processing temperature.

Beta processing has always been conventional practice for extruding titanium alloys and is familiar to the producers.

A study has been conducted to determine if beta processing affects the repeatability of strength properties of titanium alloys and to compare the consistency of such properties with similar values for other conventional structural alloys. Coefficient of variation is a useful parameter for such a study. This value is determined by dividing standard deviation by the mean strength and is expressed as a percentage. This has the advantage of normalizing the standard deviation so that materials with different strength ranges can be compared on a common basis. Table 2-B shows that alpha-beta processed Ti 6Al-4V (STA 1000) and beta processed Ti 6Al-4V (Beta-STA-1000) have similar repeatability and compare favorably in this respect with the other alloy systems.

The titanium producers have improved their rolled product capability and are now manufacturing continuously rolled Ti 6Al-4V sheet and strip, and extra large heat treated plate. Continuously rolled sheet processing provides standard width material in lengths greater than fifty feet with flatness and thickness tolerances similar to those for aluminum sheet. Prior to this development, material was available in maximum lengths of approximately 12 feet, requiring splicing to provide long skins.

In addition to the standard sizes, plates of 0.75-in. and 1.00-in. thickness, 48-in. width by 40-ft length, have been produced to Boeing specification, including beta rolling. Flatness after heat treating, which involves a water quench, was entirely satisfactory for production. Plate material of this size will be used for wing skin material and can be readily machine sculptured and contour formed. The large sizes now available in sheet, strip, and plate minimize the number of splices required.

##### 2.1.1.2 Properties

The proper application of alloys to design requires a careful evaluation of mechanical and metallurgical properties and the effects of the specified service environment. Tension applications require adequate fracture toughness to

**Table 2-A Material Selection, Titanium**

| Form                                 | Alloy Form and Condition   | Selection Criteria   | Availability  |
|--------------------------------------|--|--|---|
| Sheet to 0.050 in. Thick             | Ti 6Al-4V mill annealed (Condition I) 1350°F for 4 hours, slow cool.   | Excellent fracture toughness to 0.050 in.<br>Good formability<br>Good stress corrosion resistance<br>Moderate strength       | Material available in production quantities.<br>Continuous rolled material being produced.                |
| Sheet from 0.050 to 0.187 in. Thick  | Ti 6Al-4V duplex annealed (Condition V) 1750°F for 10 minutes air cool, then 1250°F for 4 hours, air cool                      | Excellent fracture toughness over 0.050 in.<br>Moderate strength<br>Good formability<br>Good stress corrosion resistance     | Material available in production quantities.  |
| Sheet                                | Ti 6Al-4V STA-1000 (Condition II) 1725°F for 10 minutes, water quench, then 1000°F for 4 hours, air cool                       | High strength<br>Moderate fracture toughness<br>Good fatigue properties<br>Good stress corrosion resistance                  | Solution treated and aged sheet is available in sheets up to 48 by 120 in. size in production quantities. |
| Sheet                                | Ti 6Al-4V STA-1250 (Condition IV) 1725°F for 10 minutes (minimum), water quench, then 1250°F for 4 hours, air cool             | Higher strength than mill annealed<br>Excellent fracture toughness<br>Good stress corrosion resistance<br>Good formability   | Solution treated and aged sheet is available in sheets up to 48 by 120 in. size in production quantities. |
| Sheet                                | Ti 4Al-3Mo-IV STA-1050 (Condition III) 1715°F for 15 minutes, water quench, then 1050°F for 8 hours, air cool                  | High strength<br>Moderate fracture toughness<br>Good stress corrosion resistance   | Available in sheets up to 48 by 120 in. size in production quantities.                                    |
| Sheet                                | Ti 4Al-3Mo-IV STA-1150 (Condition IV) 1715°F for 15 minutes, water quench, then 1150°F for 8 hours, air cool                   | Excellent fracture toughness<br>Good formability<br>Moderate strength<br>Good stress corrosion resistance                    | Available in sheets up to 48 by 120 in. size in production quantities.                                    |
| Sheet                                | Commercially pure Titanium, annealed   | Good strength to weight ratio compared to stainless steel<br>Excellent formability<br>Excellent weldability                  | Available in production quantities  |
| Plate, Bar, Forgings, and Extrusions | Ti 6Al-4V Beta-STA-1000 (Condition III) Primary working or annealing above the beta transus, then same as Condition III, above | High strength<br>Moderate fracture toughness<br>Good stress corrosion resistance   | Beta processed material available in production quantities.   |
| Plate, Bar, and Extrusions           | Ti 6Al-4V Beta-STA-1250 (Condition IV) Primary working or annealing above the beta transus, then same as Condition IV, above   | Excellent fracture toughness<br>Moderate strength<br>Good stress corrosion resistance  | Beta processed material available in production quantities.   |
| Bar and Forgings                     | Ti 6Al-6V-2Sn (Condition III) 1500°F for 1 hour, water quench, then 1200°F for 4 hours, air cool                               | High strength<br>Adequate fracture toughness<br>Adequate stress corrosion resistance<br>Good hardenability in thick sections | Available in production quantities.   |
| Bar and Forgings                     | Ti 7Al-4Mo (Condition III) 1750°F for 1 hour, water quench, then 1150°F for 4 hours, air cool                                  | Alternate to Ti 6Al-6V-2Sn   | Available in production quantities  |
| Forgings                             | Ti 6Al-4V mill annealed (Condition D) beta forged, 1350°F for 4 hours, slow cooled   | Excellent fracture toughness<br>Moderate strength<br>Good stress corrosion resistance  | Readily available.  |
| Tubing                               | Ti 6Al-2.5V, Annealed  | Good formability<br>Good strength to weight ratio compared to stainless steel  | Available in production quantities  |

SIA = Solution treated and aged

**Table 2-B. Comparison of Mechanical Property Variation**

| Material  | Coefficient<br>of Variation<br>(percent) | Reference source   |
|---|--|--|
| 7075-T73<br>Rolled Bar and Rod<br>Up to 2.5 Inches                            |  | MIL-HDBK-5 Minutes<br>Item 62-18 (26m)   |
| $F_{tu_L}$  | 3.46                                     |  |
| $F_{ty_L}$  | 5.17                                     |  |
| 17-7PH RD 950<br>All Thicknesses; Sheet and Plate                             |  | MIL-HDBK-5 Minutes<br>Item 64-4 (29a)  |
| $F_{tu_T}$  | 2.48                                     |  |
| $T_{ty_T}$  | 2.96                                     |  |
| Rene' 41, BMS 7-95<br>Condition II B<br>Less than 0.020: $F_{tu}$<br>$F_{ty}$ | 4.78<br>5.62                             | Boeing Document,<br>D2-81281, Mechanical<br>Properties Evaluation<br>of Rene' 41 for X-20<br>Vehicle Environment |
| Over 0.020: $F_{tu}$<br>$F_{ty}$  | 3.42<br>6.25                             |  |
| Ti 6Al-4V Sheet, STA-1000<br>Less than 0.050                                  |  | MIL-HDBK-5 Minutes<br>Item 64-1a   |
| $F_{tu_L}$  | 2.78                                     |  |
| $F_{ty_L}$  | 3.27                                     |  |
| $F_{tu_T}$  | 3.00                                     |  |
| $F_{ty_T}$  | 3.28                                     |  |
| Ti 6Al-4V Plate, Beta-STA-1000<br>0.188 - 0.750                               |  | Analysis of Titanium Metals<br>Corporation and Reactive<br>Metals Incorporated Material<br>Certification Tests   |
| $F_{tu_L}$  | 2.16                                     |  |
| $F_{ty_L}$  | 2.98                                     |  |
| $F_{tu_T}$  | 4.63                                     |  |
| $F_{ty_T}$  | 6.37                                     |  |

insure the high degree of reliability demanded of a commercial airplane. As high strength does not necessarily result in good fatigue properties, fatigue life and fatigue crack growth rate information also influence material selection.

a. Static Mechanical Properties

Room temperature mechanical properties for Ti 6Al-4V alloy in the pertinent heat treated conditions are shown in Table 2-C. Detailed design allowables including elevated temperature properties are shown in Document D-5000, Book 84-D1, SST Structural Allowables.

b. Fatigue

The fatigue properties of conventionally processed alpha-beta titanium alloys are satisfactory for design of airframe structure. Testing was conducted to determine if the microstructural changes introduced by beta processing affected these

fatigue characteristics. The new microstructures have little effect on the notched-fatigue endurance limit exhibited by an alloy. The beta-heat-treated material (Widmanstätten microstructure) produces the same fatigue S-N curves as conventionally processed material (equiaxed microstructure). Supporting evidence is given in Fig. 2-1. Similar data has been reported in Wright Aeronautical Development Division Document TR 60-489 (Ref. 4) and is shown in Fig. 2-2.

Fatigue crack growth rates of titanium alloys in air and 3.5 percent sodium chloride solution have been determined using 12 by 36 inch center-cracked panels as shown in Document D6A10065-1, Sec. III. Figure 2-3 shows the crack growth rate comparison for several titanium alloys at a stress intensity level of 45 ksi $\sqrt{\text{in.}}$ . Ti 6Al-4V and Ti 4Al-3Mo-1V display the lowest fatigue crack growth rate in air and are only slightly affected

Table 2-C. Strength Properties of Ti 6Al-4V Sheet and Plate

| Heat Treat Condition | Gage**          | $F_{tu}$ (ksi) | $F_{ty}$ (ksi) | Elongation (% in 2 in.) |
|----------------------|-----------------|----------------|----------------|-------------------------|
| I (Mill Anneal)      | Sheet           | 134            | 126            | 9                       |
|                      | Plate           | 134            | 126            | 10                      |
| III (STA)            | Sheet           | 157            | 143            | 5.5                     |
|                      | 0.188-<br>0.750 | 157            | 137            | 9                       |
|                      | 0.751-<br>1.000 | 150            | 134            | 7                       |
|                      | 1.001-<br>2.000 | 145            | 130            | 6                       |
|                      | 2.001-<br>4.000 | 134            | 126            | 6                       |
|                      | Sheet           | 144            | 130            | 7                       |
| IV (STA)             | 0.188-<br>0.750 | 140            | 126            | 10                      |
|                      | 0.751-<br>4.000 | 134            | 126            | 9                       |
|                      | Sheet           | 129            | 116            | 9                       |
| V (Duplex Anneal)    | Plate           | 134            | 126            | 10                      |

\*\*Sheet = Under 0.188-in. thick

\*\*Plate = Over 0.188-in. thick

by the salt water environment. Crack growth behavior of Ti 8Al-1Mo-1V in air is only slightly poorer than the other two alloys, but is much poorer in salt water.

### c. Fracture Toughness

Engineering attention, based on experience with aluminum alloy airframe development and service, has been focused on the ability of structure to withstand effects of severe stress concentrations such as appear at a fatigue crack. The fracture toughness concept has been accepted as an important criterion for evaluation of new structural materials and processes. The Boeing Company uses large test specimens to provide realistic comparisons and design information by closely simulating airframe stress conditions. Panels as large as 12 by 36 in. with centrally located fatigue cracks are employed for testing sheet. Fatigue cracked bend specimens subjected to four point loading and wide surface-flawed specimens are used for testing plate and heavy-section forms (Ref. 3 for specimen configurations). Test results obtained with surface

flawed panels are used to compare fracture toughness characteristics of Ti 6Al-4V with other titanium and two aluminum alloys in Fig. 2-4. Figure 2-4 identifies the gross area stress level at which a fatigue crack of given depth becomes mechanically unstable and propagates rapidly. Figure 2-5 shows strength-toughness comparisons for various heat treatment conditions of Ti 6Al-4V, Ti 4Al-3Mo-1V, and Ti 8Al-1Mo-1V. The advantage of beta processing for Ti 6Al-4V and Ti 4Al-3Mo-1V is evident. Fracture toughness of titanium alloys increases with increasing temperature and shows no brittle transition behavior within the range of B-2707 operating temperature.

Results of fracture toughness testing show that the stress required to cause rapid propagation of fatigue cracks in Ti 6Al-4V and Ti 4Al-3Mo-1V is considerably greater than for aluminum structural alloys. Since the strength of these titanium alloys is considerably superior to that of aluminum alloys, the titanium alloys will operate at much higher stress levels in the airplane struc-

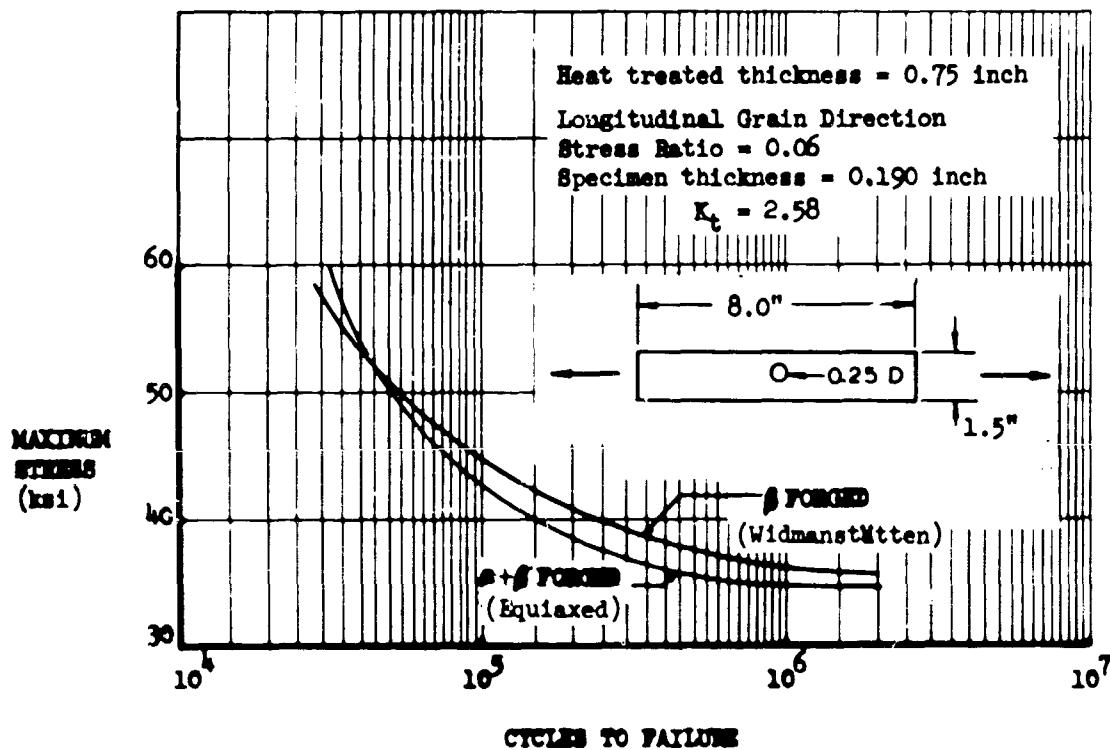


Figure 2-1. Notch Fatigue Properties Comparison of Alpha Plus Beta and Alpha Structure of Ti 6Al-4V (Boeing Data)

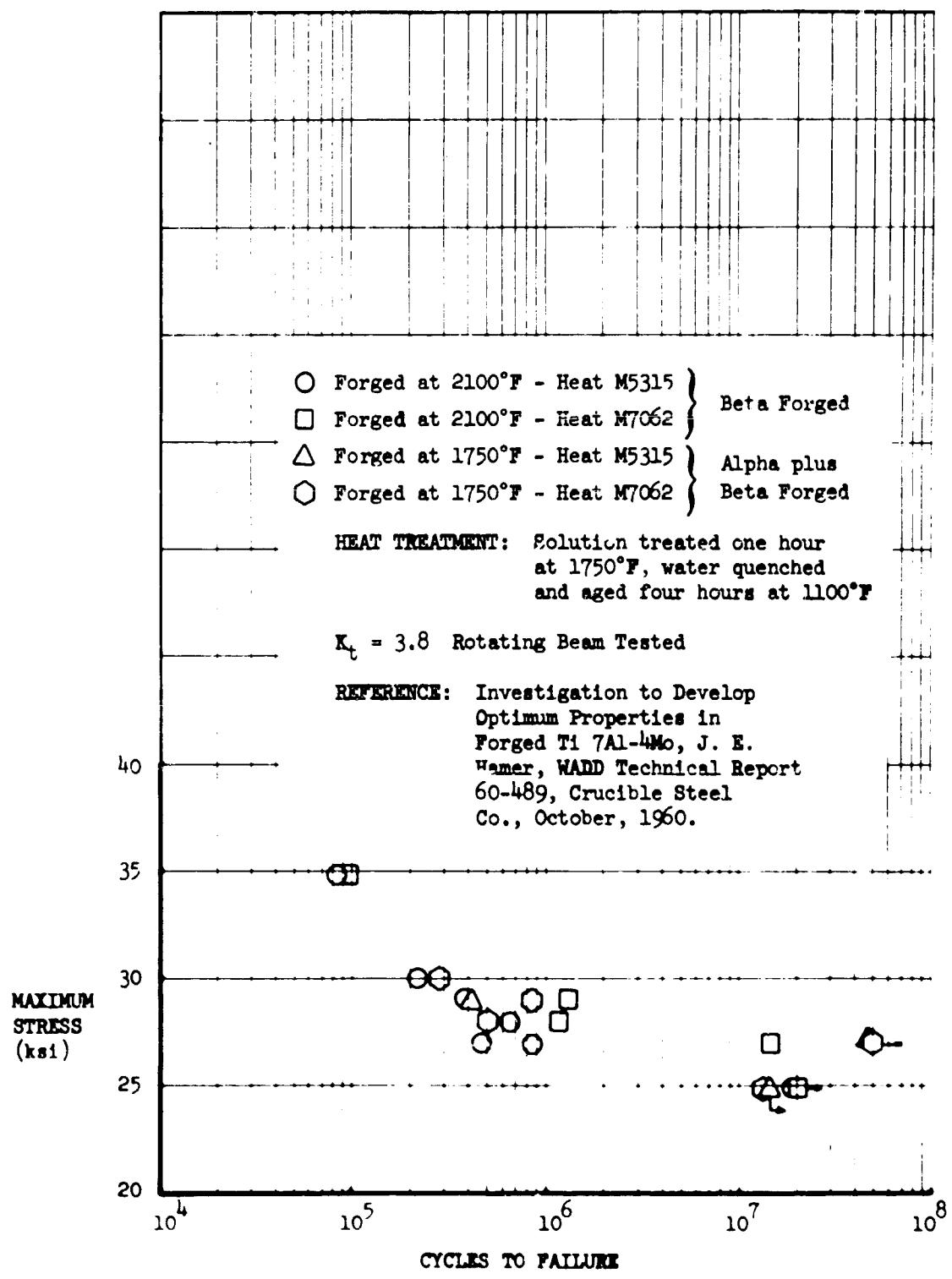


Figure 2-2. Notch Fatigue Properties Comparison of Alpha Plus Beta and Beta of Ti 7Al-4Mo (WADD Report)

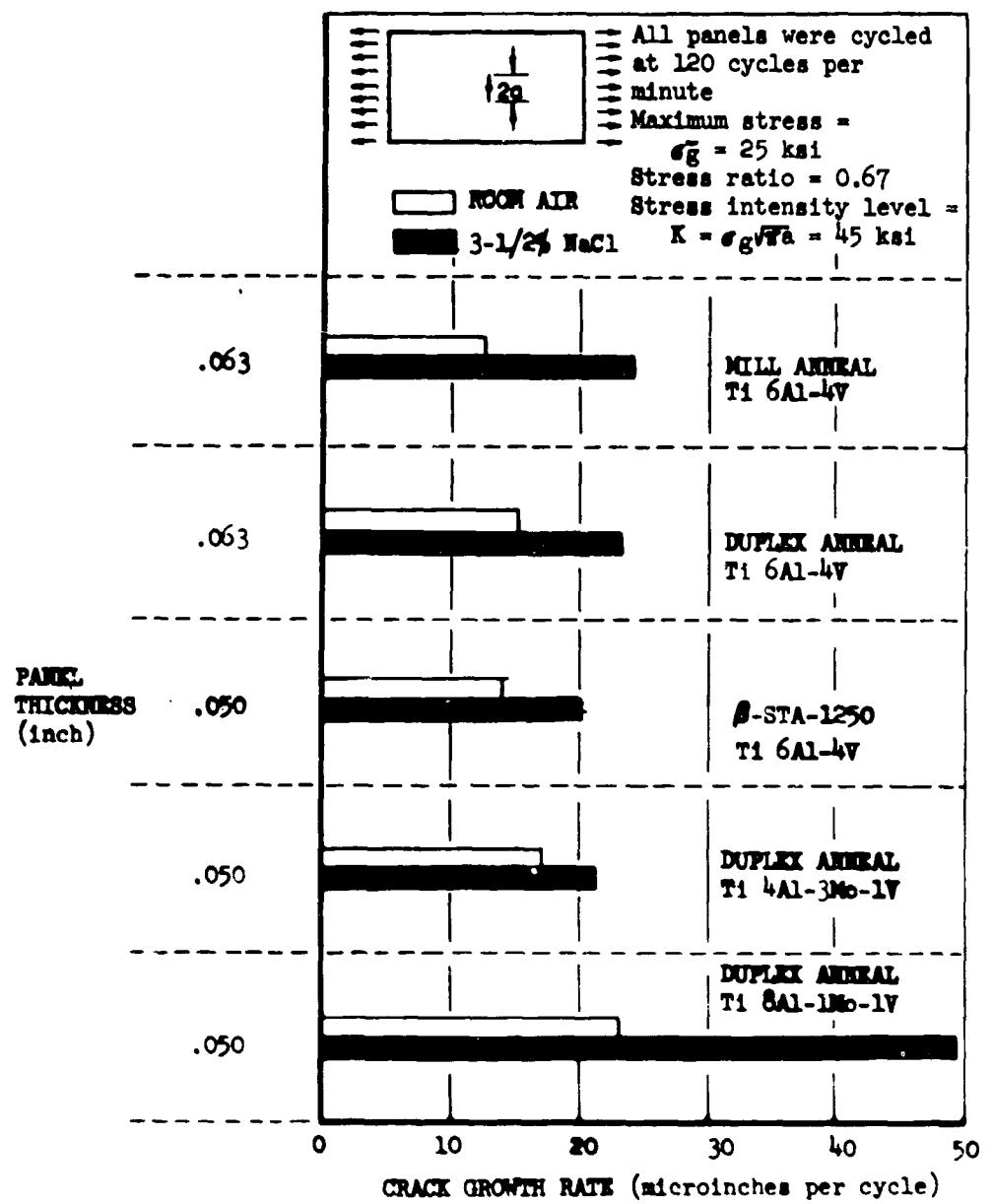


Figure 2-3. Crack Growth Rate Comparison of Three Titanium Alloys

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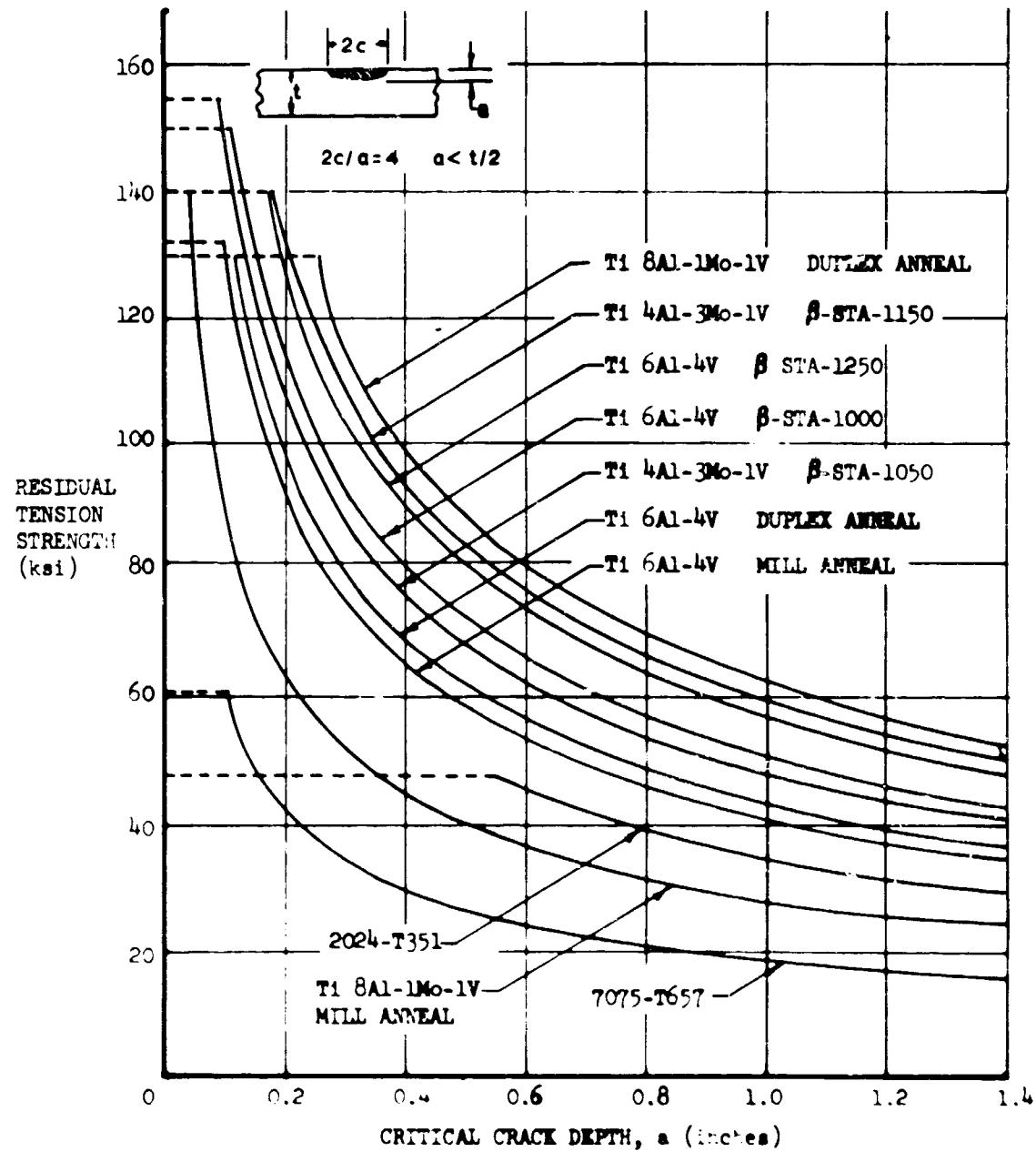


Figure 2-4. Fracture Toughness Comparison of Titanium and Aluminum Alloys

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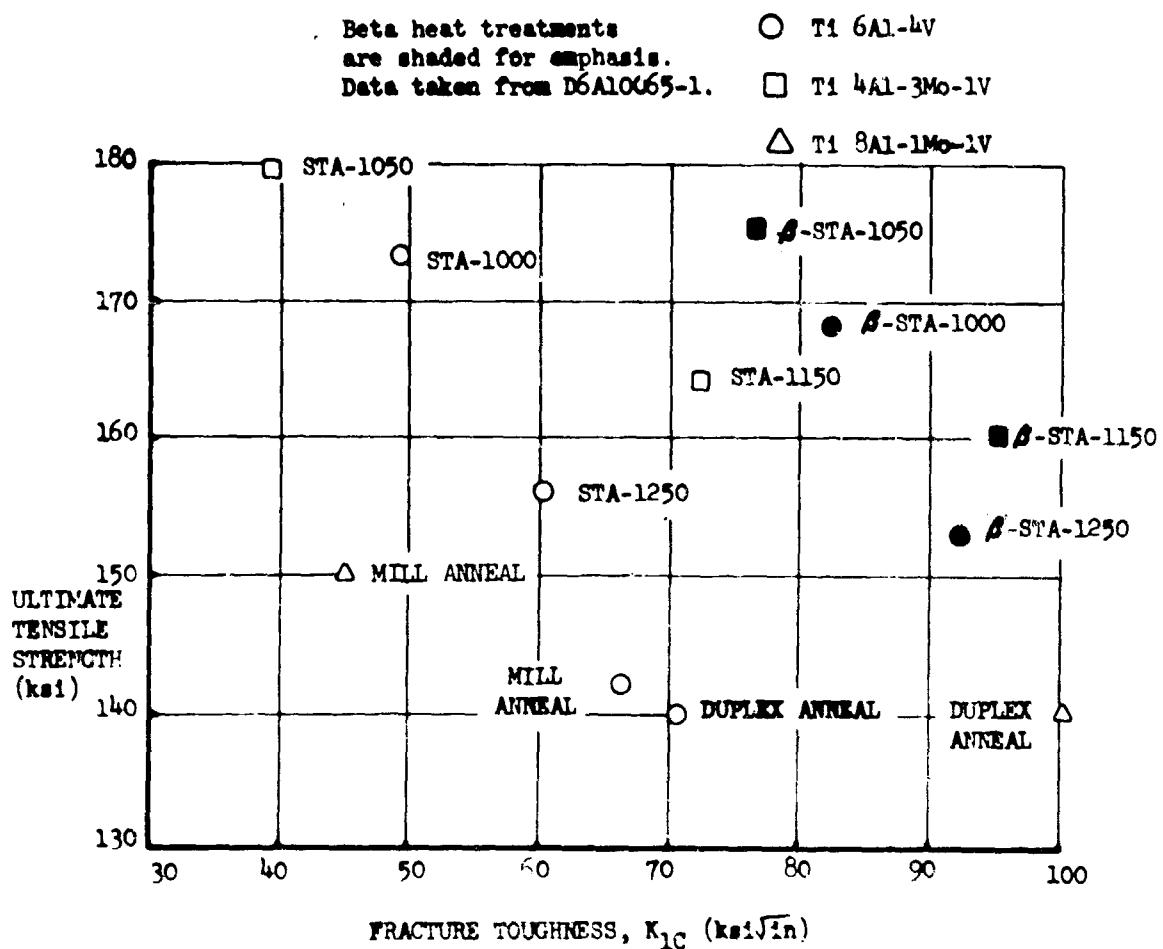


Figure 2-5. Strength-Toughness Combinations for Several Titanium Alloys and Heat Treatments

ture. The operating stress levels are approximately in proportion to the ultimate strengths of the materials. Figure 2-6 accounts for these differences in operating stress levels by expressing the gross area stress required to fracture a fatigue cracked specimen as a percentage of the material's ultimate strength. On this basis, the toughness values for the selected alloys and conditions lie between 7075-T651 and 2024-T351 and are satisfactory for properly designed tension critical structure. Adjustment of stress levels and design and spacing of crack stoppers are techniques available for improving the resistance to crack propagation of assembled structure.

d. Elevated Temperature Stress Corrosion  
 Two aspects of stress corrosion for the primary candidate alloys were investigated; hot salt embrittlement and accelerated crack-growth in certain aqueous environments. Two types of laboratory tests were used to evaluate hot salt embrittlement (Ref. 5). In one test service time-temperature-stress conditions were simulated by alternately subjecting stressed specimens to salt solution immersion and then to a temperature exposure (Fig. 2-7). In the other test, similar specimens were coated with a thick salt slurry, stressed, and subjected to a constant elevated temperature.

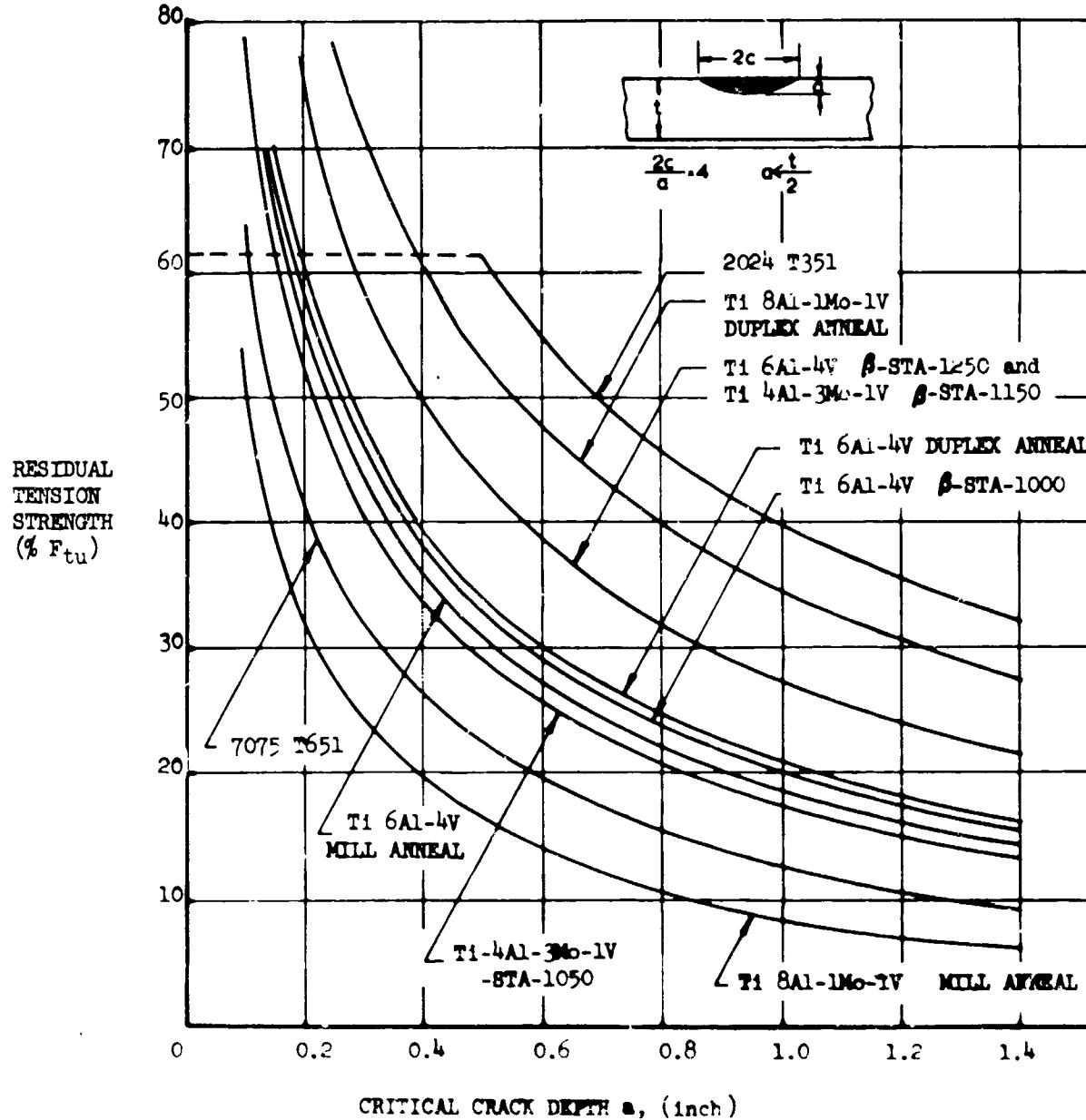


Figure 2-6. Fracture Toughness Comparison of Titanium and Aluminum Alloy Plates

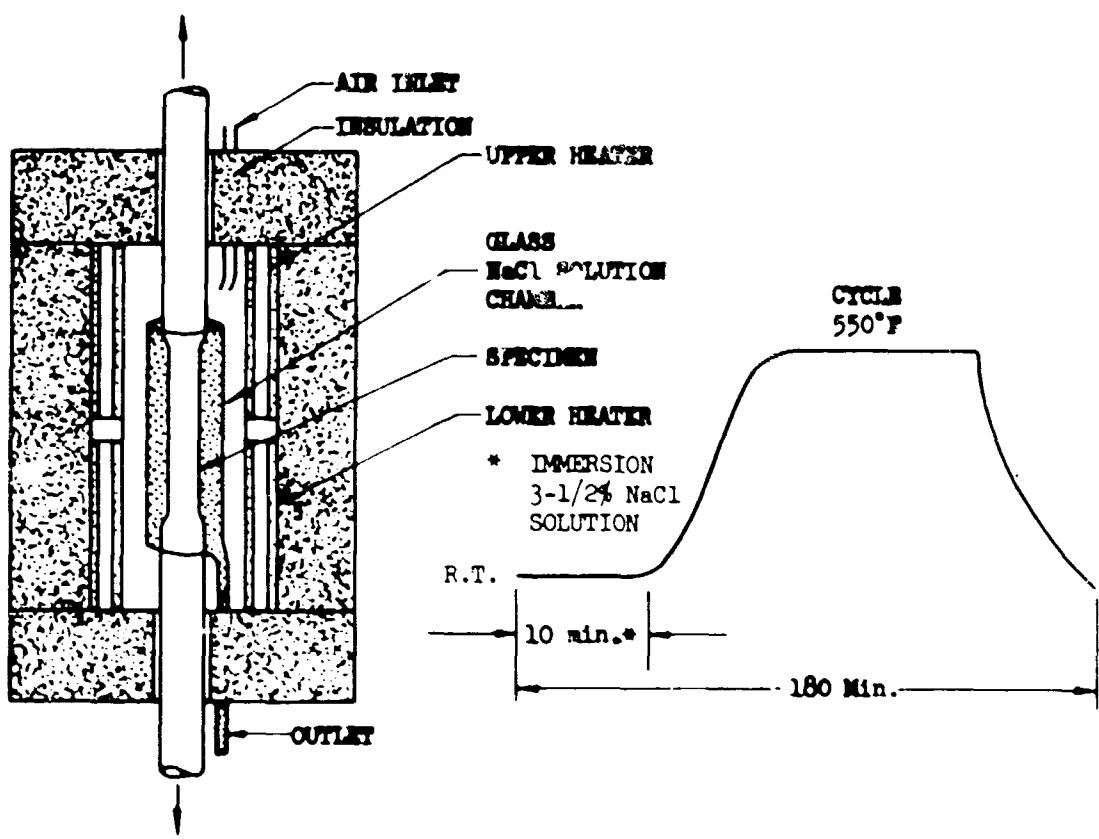


Figure 2-7. Cyclic Stress Corrosion Apparatus

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The effect of temperature on the stress-corrosion susceptibility of some titanium alloys is shown in Fig. 2-8. The results demonstrate no susceptibility to strength deterioration for Ti 6Al-4V at the maximum service temperature. Hot salt stress corrosion testing by Braski and Heimerl (Ref. 6), based on a different type of specimen, shows Ti 6Al-4V and Ti 4Al-3Mo-1V to be superior to the other alloys tested.

The results for both mill and duplex annealed Ti 8Al-1Mo-1V showed deterioration due to stress corrosion did occur after 1,000 hours in the 500 to 550°F range. Increasing the time at 500°F to 2,000 and 5,000 hours was found to cause further reduction of residual tensile properties

of duplex annealed Ti 8Al-1Mo-1V. However, cyclic stress corrosion tests at 550°F for both base metal and welded duplex annealed Ti 8Al-1Mo-1V (Figs. 2-9 and 2-10) produced no observable stress-corrosion effects at stresses of up to 90 percent of the tensile yield strength for similar times. Cyclic exposure data are considered the most important, being more representative of the airframe service environment. This is further substantiated by the excellent service experience of titanium alloys in jet engines which operate under cyclic temperature conditions. An explanation of this difference is based on the work by Braski (Ref. 7) on corrosion product identification. An intermediate corrosion product is involved in the elevated temperature reaction. This corrosion

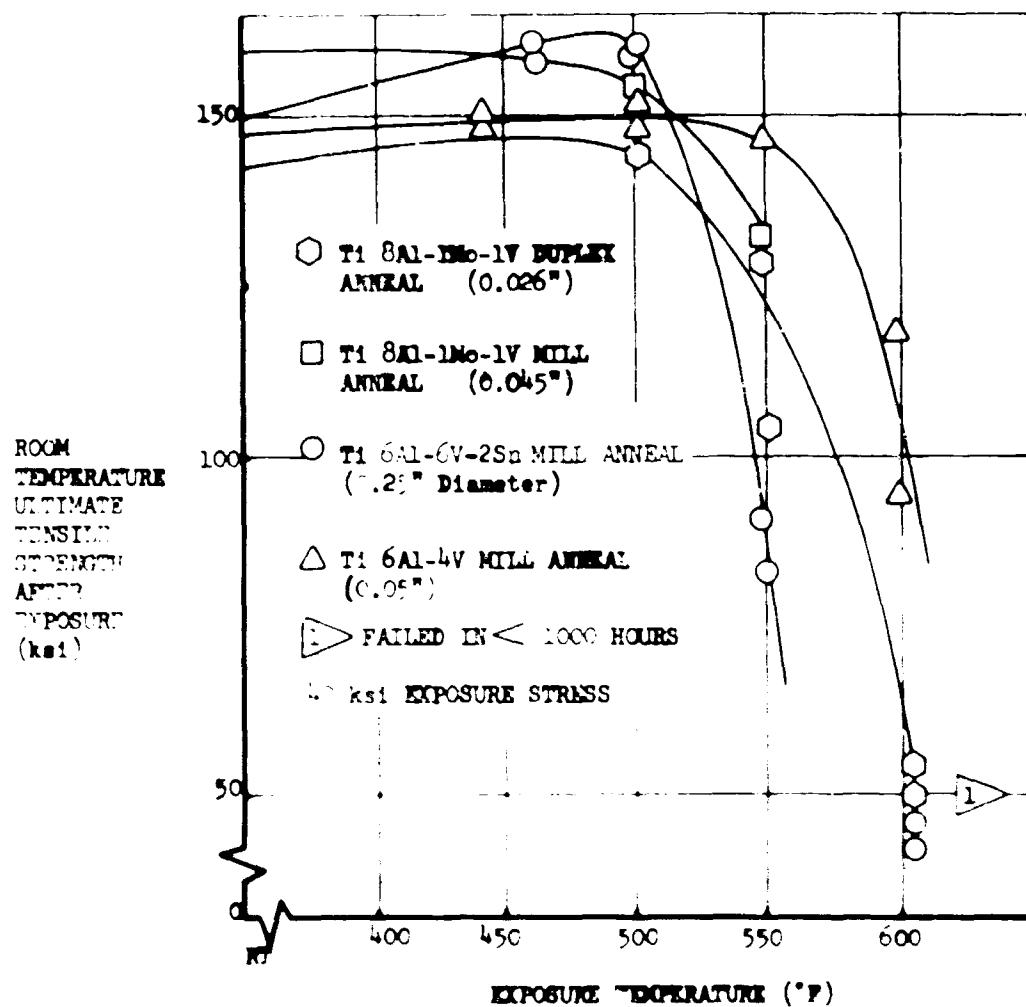


Figure 2-8. Residual Strength of Titanium Alloys after 1000 Hours Exposure to Sodium Chloride

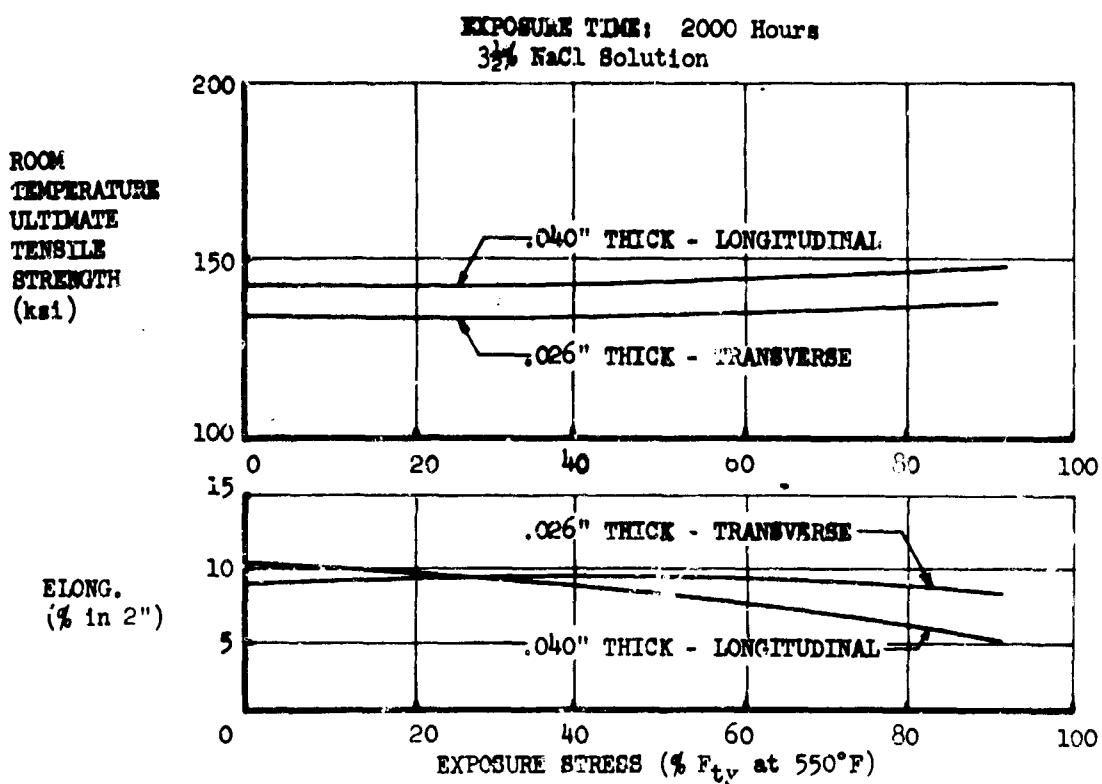


Figure 2-9. Residual Strength of Duplex Annealed Ti 8A1-1Mo-1V after Cyclic Exposure

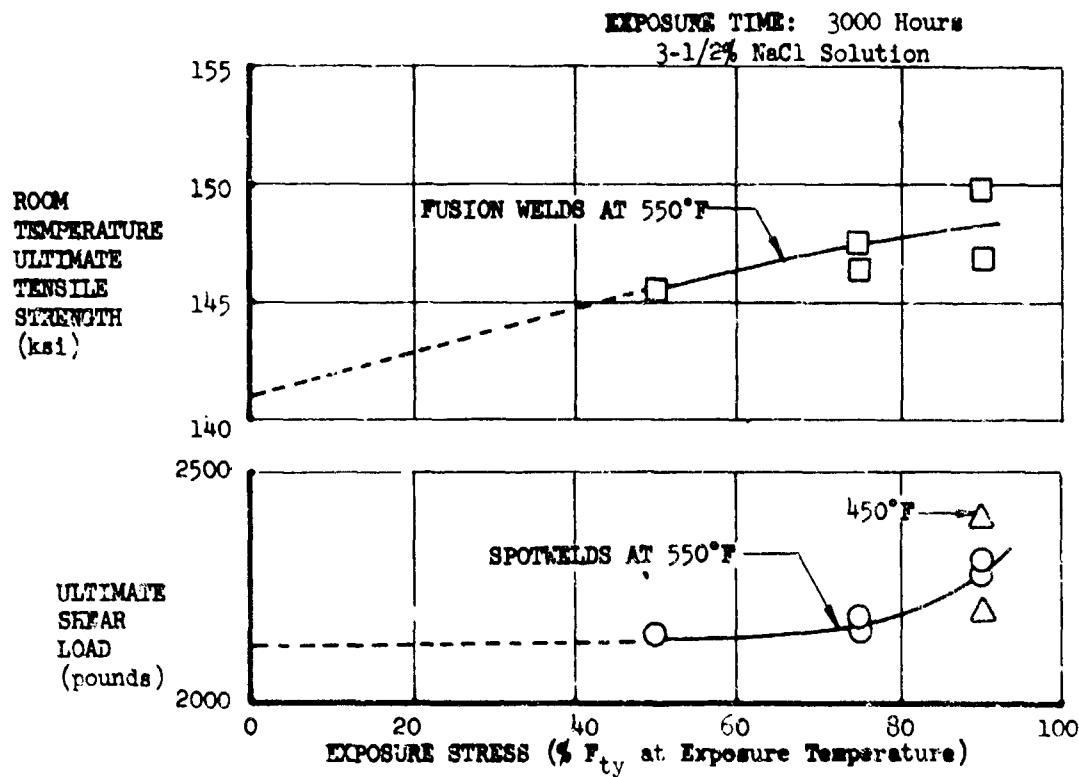


Figure 2-10. Residual Strength of Duplex Annealed Ti 8A1-1Mo-1V Welds After Cyclic Exposure

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product is unstable at normal temperatures and is removed in the presence of moisture at the low temperature portion of each temperature cycle. Further testing is being conducted at The Boeing Company to clarify this phenomenon.

#### e. Salt Water Crack Growth

The susceptibility of certain titanium alloys to environmental crack growth at room temperature was initially demonstrated in 3.5 percent salt solution. Recent investigations, reported in document D6A10065-1, have included other solutions representative of the operational environment, but none were found to be more severe than salt water. For this reason, tests to compare the environmental behavior of titanium alloys and heat treatment conditions were conducted in 3.5 percent salt solution.

Environmental crack growth resistance is established by sustained loading of fracture toughness specimens to stress intensity levels that are specific percentages of the critical stress intensity level of unexposed specimens. The time required for specimen failure is plotted as a function of the applied stress intensity level as illustrated in Fig. 2-11. The resulting curve represents the time required to propagate subcritical cracks to the critical size. For titanium alloys, subcritical crack growth does not occur below a particular stress intensity level. Since this level is reached before 360 minutes of loading time, the environmental crack growth resistance parameters,  $K_I$  (360 minutes) and  $K_{Ic}$  (360 minutes), are considered threshold levels.

The environmental crack growth resistance of Ti 6Al-4V is compared with other titanium alloys in Fig. 2-12 which shows the threshold stress level at which a fatigue crack of given length becomes unstable in 3.5 percent salt solution. Figure 2-13 shows strength and threshold stress intensity comparisons for various heat treatment conditions of Ti 6Al-4V, Ti 4Al-3Mo-1V, and Ti 8Al-1Mo-1V. The superior resistance of beta processed Ti 6Al-4V and Ti 4Al-3Mo-1V to environmental crack growth is evident.

Although the criteria of strength, toughness, stability, and fatigue were duly considered during selection of materials for tension structures, this additional data reflecting resistance to salt water crack growth provides strong support that Boeing selections will withstand the operating environment of the B-2707. General corrosion

and material compatibility are discussed in Sec. 3.8.

#### f. Metallurgical Stability

The fracture toughness of duplex annealed Ti 8Al-1Mo-1V alloy sheet (0.04 inch thick) deteriorated when stressed during exposure at 500° and 650°F (Fig. 2-14). On the other hand, mill annealed Ti 6Al-4V sheet showed an increase in fracture toughness under the same exposure conditions. The tensile properties of both alloys increased during exposure. The ordering reaction in Ti 8Al-1Mo-1V probably accounts for the accompanying decrease in fracture toughness in this alloy. Thermal stability of the heat treatments for Ti 6Al-4V and Ti 4Al-3Mo-1V is being evaluated. Figure 2-15 shows 1000, 2500, and 5000 hour exposure data for Ti 6Al-4V and Fig. 2-16 for Ti 4Al-3Mo-1V. Although the data indicates some variation, no greater variance is expected for specimens now being exposed to 10,000 hours because the over aged conditions preclude further precipitation. The annealing treatments also produce near equilibrium metallurgical conditions.

#### 2.1.2 Processing

Titanium, when first introduced to the airframe industry, quickly earned the reputation of being difficult to process. The Boeing Company and other fabricators have since developed production processes for fabrication of efficient, economical, and reliable titanium structure. These improved processes are the result of proper recognition of the material characteristics and the application of new manufacturing technology. Titanium alloys are, in fact, more amenable to high quality fabrication than other alloys with similar strength to density ratios. To assure that high quality products will result from processing, specifications have been prepared to control manufacturing variables and specify quality control requirements. Specifications are continually reviewed and revised, as necessary, to incorporate new developments. Continuing research is aimed at improving and simplifying the existing processes.

##### 2.1.2.1 Heat Treating

In general, the titanium alloys selected will be used in the mill and duplex annealed, solution treated and aged, and beta processed conditions. The specific thermal treatments are presented in Table 2-A. With the exception of beta processing, the heat treatment conditions are conventional and accepted throughout industry.

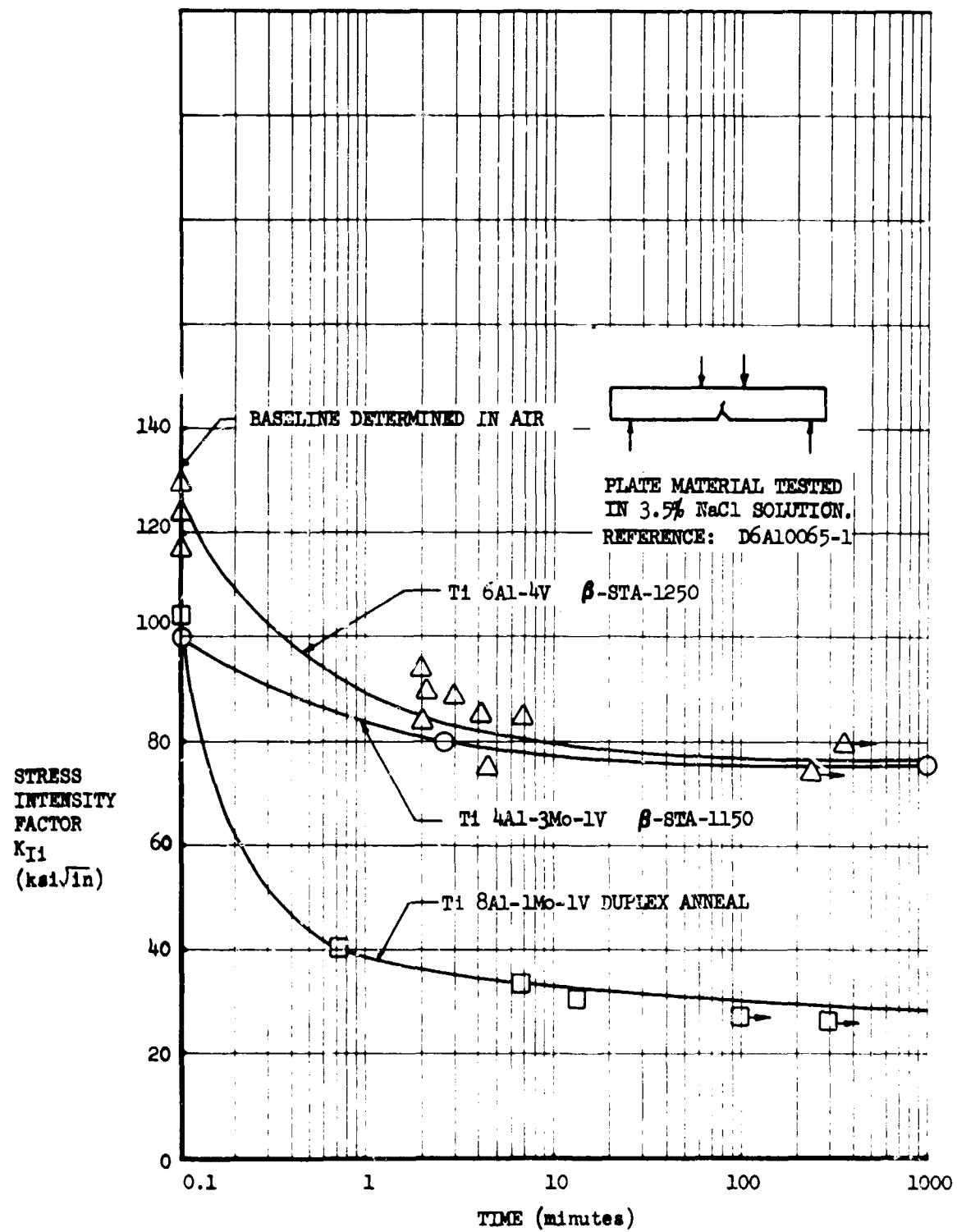


Figure 2-11. Salt Solution Crack Growth Characteristics

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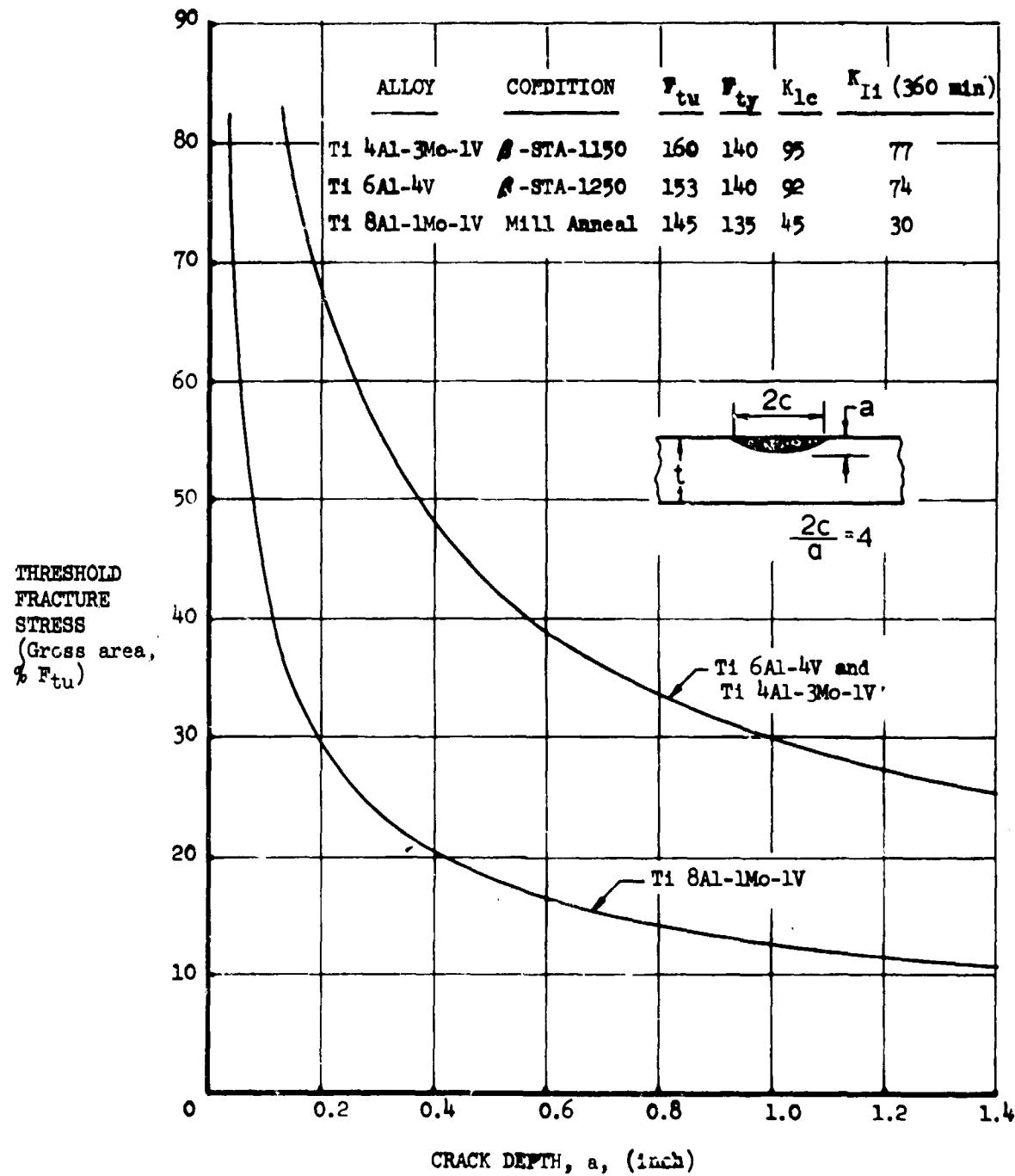


Figure 2-12. Environmental Crack Growth Resistance of Titanium Alloys

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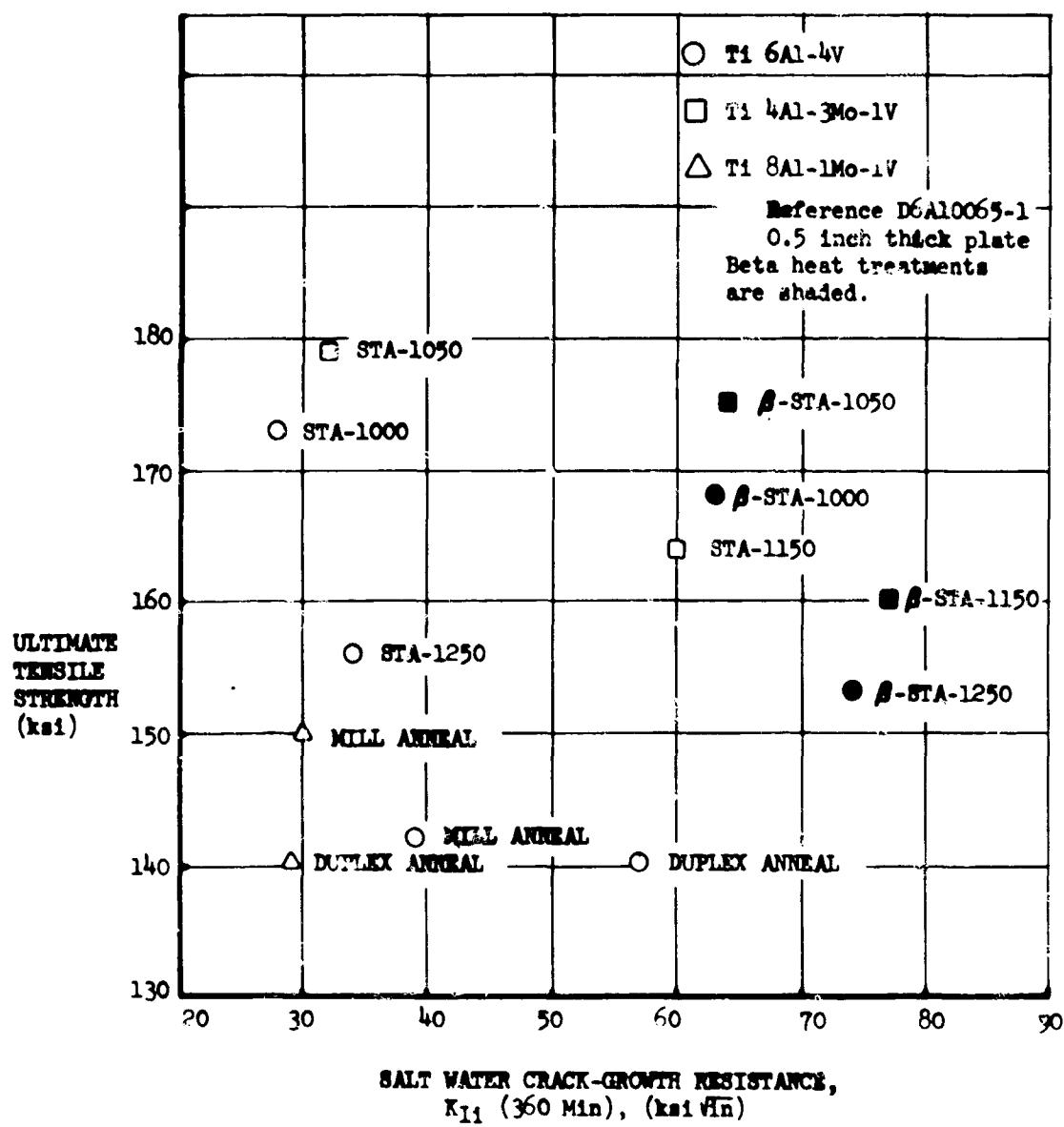


Figure 2-13. Strength and Salt Water Crack Growth Resistance of Titanium Alloys

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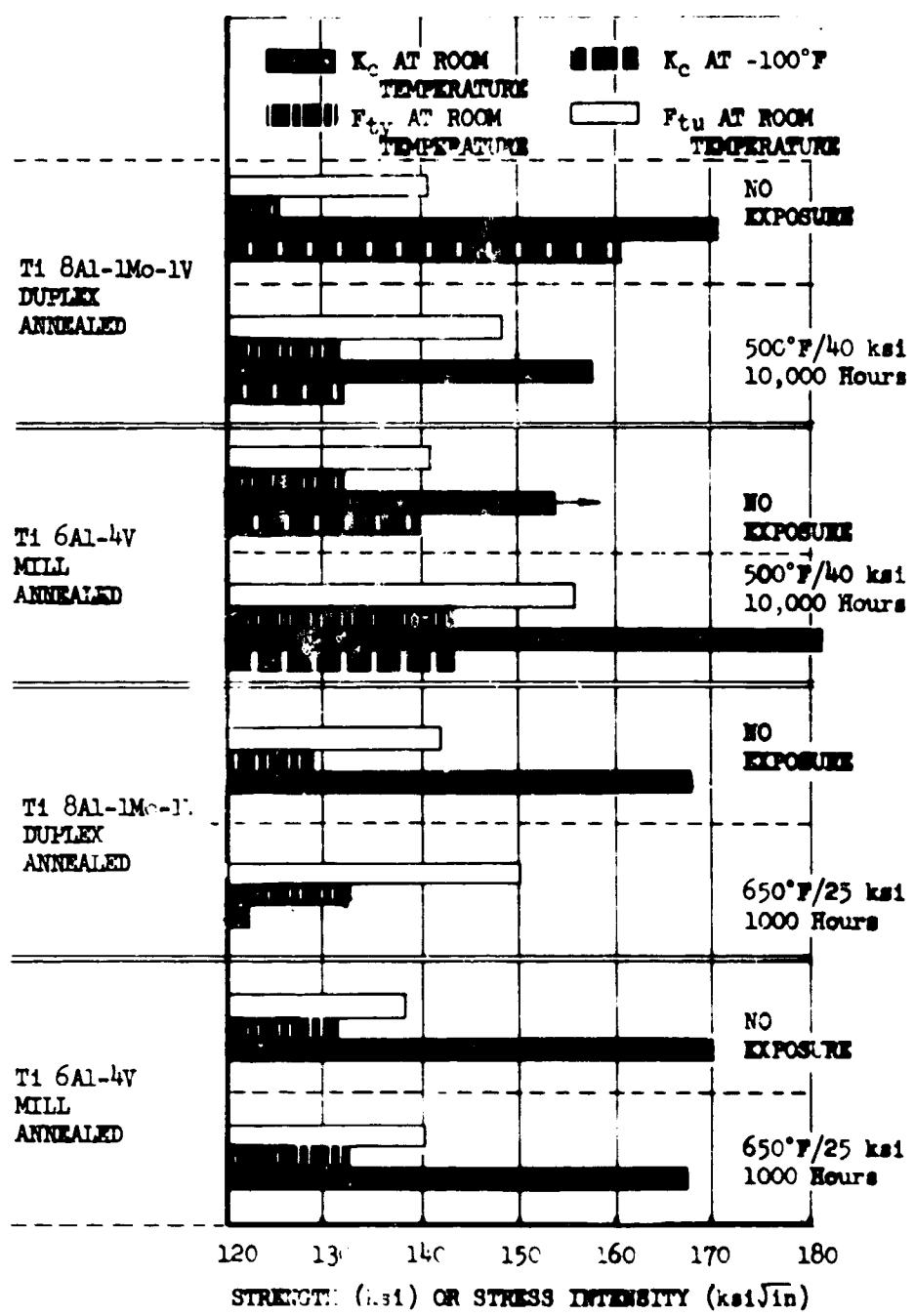


Figure 2-14. Effect of Stress and Temperature on Properties of Titanium Alloys

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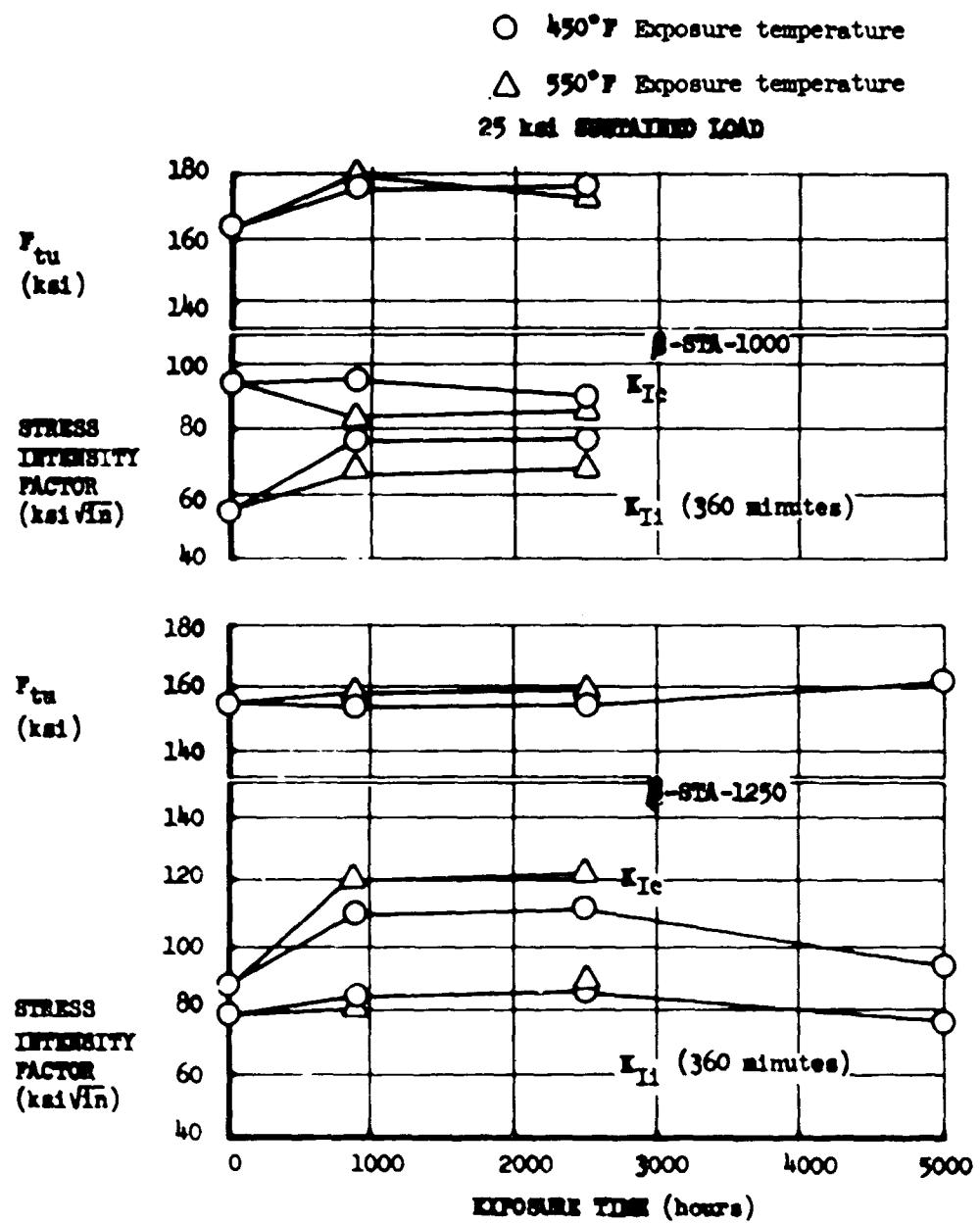


Figure 2-15. Effect of Time, Temperature, and Stress on Properties of Ti 6Al-4V Plate

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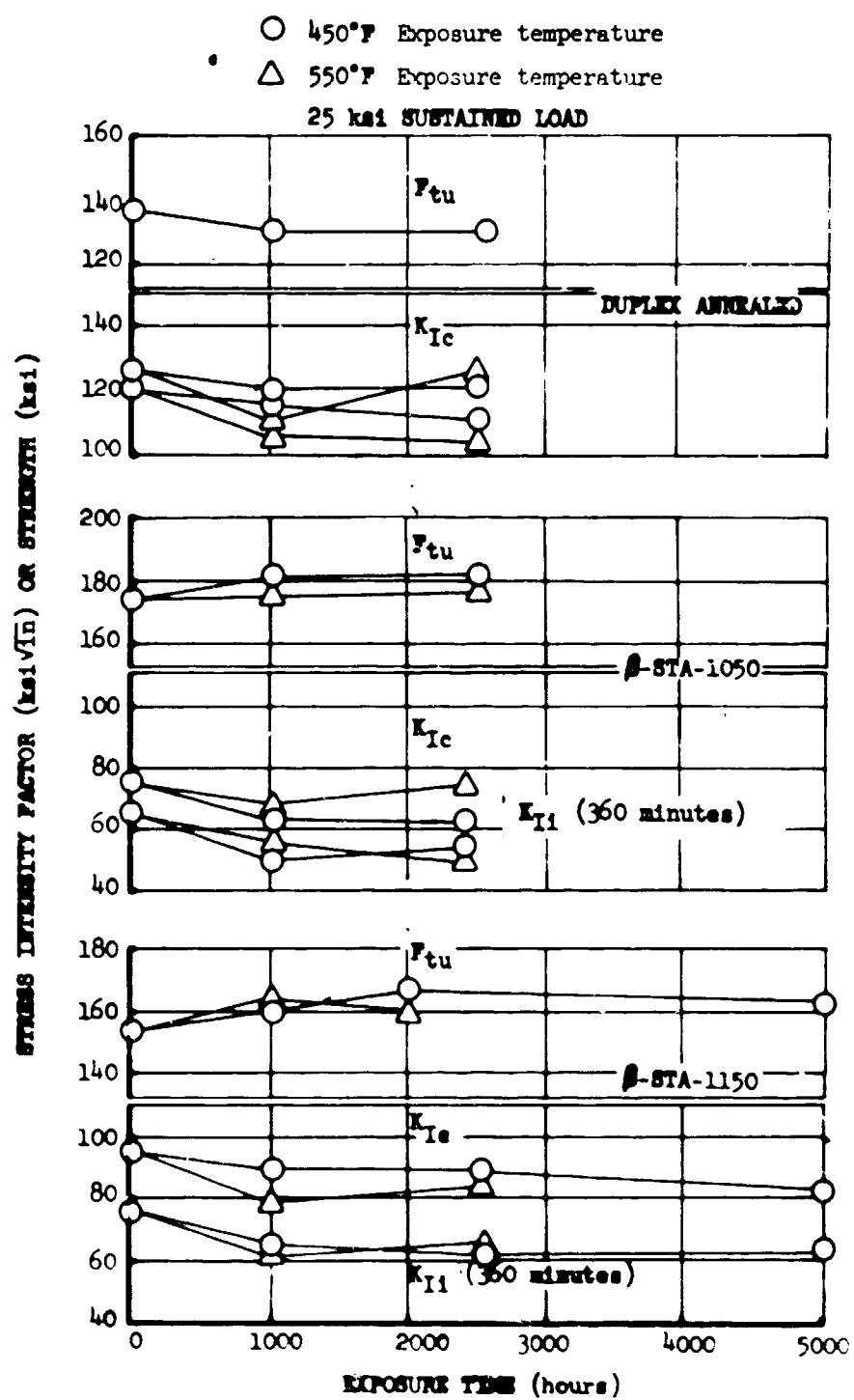


Figure 2-16. Effect of Time, Temperature, and Stress on Properties of Ti-4Al-3Mo-1V

A comprehensive investigation of annealing, solution, and aging temperatures coupled with time and cooling rates showed the superiority of beta processing for thick section material. Beta processing provides the best properties of strength, toughness, and stress corrosion resistance.

Current company research studies aimed at identification of the mechanism of environmental crack growth have contributed to explaining the role of beta processing in improving resistance to this phenomenon. Cracking occurs in the alpha titanium phase and the beta phase acts as a crack arrestor as illustrated in Fig. 2-17. When the microstructure includes large equiaxed grains as in the alpha-beta processed material (Fig. 2-18), the beta is not effective as a crack arrestor. However, if the beta tends to be lamellar and randomly distributed between the alpha plates as in beta processed material (Fig. 2-19), the beta is a very efficient crack arrestor.

The joint Boeing-Lockheed titanium alloy selection program showed mill annealed Ti 6Al-4V to have satisfactory resistance to salt water crack propagation in sheet thicknesses up to 0.050 in. Above this thickness, resistance gradually decreased. Therefore, application of mill annealed sheet is limited to thicknesses of 0.050 in. or less. It was found that higher

annealing temperatures developed satisfactory resistance in thicker material and that beta processing provided a further improvement in both fracture toughness and environmental crack resistance. Considering the reduced tensile ductility of beta processed titanium alloys, it was established that sheet gages (up to 0.188 in. thickness) should not be beta processed because many sheet applications require good formability. Therefore, Ti 6Al-4V sheet thicker than 0.050 in. is duplex annealed. This treatment consists of a high temperature anneal (1725° F) followed by a 1250° F stabilization treatment.

Solution treated and aged conditions are also used in sheet applications where the increased strength is advantageous and where quench distortion does not present a problem. Solution treatment followed by a four hour 1000° F age is used where high strength is desired and moderate fracture toughness is satisfactory. A higher aging temperature (1250° F for four hours) is applied when increased toughness is required and strength higher than that for the annealed condition is advantageous.

All plate, forgings, and extrusions are beta processed. Because of the increased section thickness of these products, solution treatments are more readily accomplished without quench distortion. These products are therefore used in the heat-treated condition when the increased

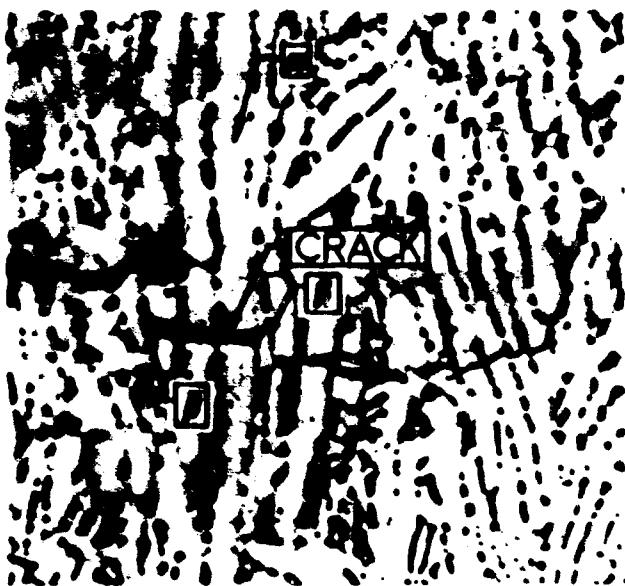


Figure 2-17. Stress Corrosion Cracks in Alpha Terminating at Beta

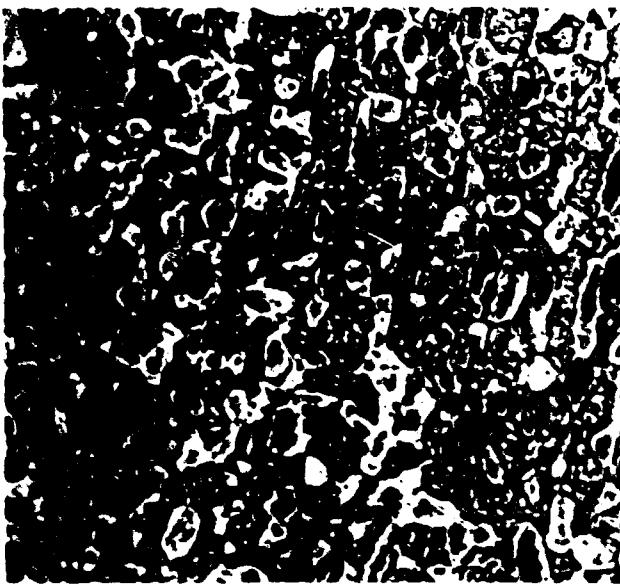


Figure 2-18. Microstructure of Alpha Beta Processed Ti 6Al-4V

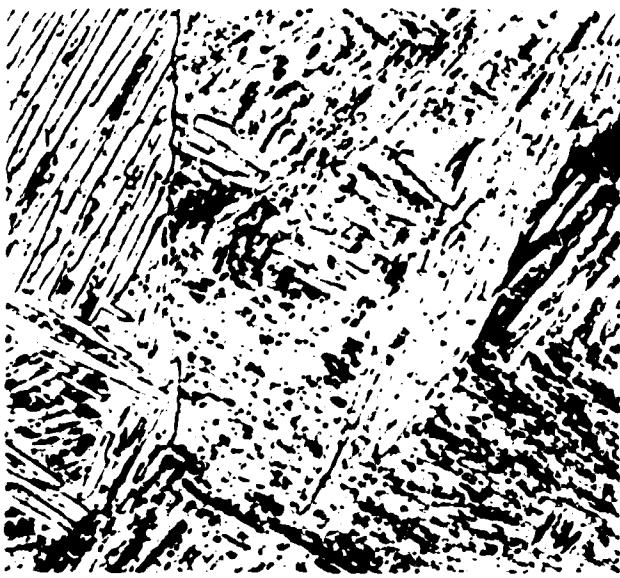


Figure 2-19. Microstructure of Beta Processed Ti 6Al-4V

strength is desired. Both the 1000° and 1250°F age conditions are used to provide the best strength-toughness combination for a specific design.

Figures 2-20 through 2-27 show the residual strength of precracked surface flawed (plane strain) and through-cracked (plane stress) panels in various conditions.

#### 2.1.2.2 Welding

In general, the titanium alloys selected have good weldability. Welding will be used for both structural and nonstructural joining where advantages in cost, weight, and properties are realized. Fusion welding is not used in fatigue critical structure where the primary loading direction is parallel to the weld line.

##### a. Fusion Welding

Fusion welding is accomplished by the processes discussed below. Table 2-D shows a comparison of mechanical properties of weldments made by these processes.

1. Gas shielded tungsten arc (GTA) welding, both manual and mechanized, are used primarily for welding sheet material where complete penetration can be attained from one side of the joint. It will be used with or without the addition of filler metal as dictated by the requirements of the joint.

2. Dual gas-shielded tungsten arc (DGTA) welding is a modification of GTA welding in which both sides of the joint are welded simultaneously by two GTA torches approximately opposed. It has the advantage of balancing the shrinkage transverse to the axis of the weld, thus appreciably reducing distortion. As the entire weld area and the two torches are contained in an inert gas filled enclosure and no filler metal is used, weld contamination and defects are precluded. The nature of the DGTA process and attendant facilities limit its use to straight line butt joints in flat or gently curved details where starting and run-off tabs can be attached at the ends of the weld line. A typical application for this process is the joining of wing skins, up to a maximum of 0.5 inch thickness, to increase panel length.

3. Gas shielded metal arc (GMA) welding, mechanized only, is used when joining thicknesses in excess of 0.5 in. and electron beam welding is impractical. Figure 2-28 is a photograph of the full scale wing pivot test lug fabricated by this process. Six welds, 86-in. long and 0.87-in. thick, were made for this assembly. Properties of specimens from the certification welds are shown in Table 2-E.

4. Electron beam (EB) welding is a process conventionally accomplished in high vacuum, the process consistently produces welds without contamination, inclusions, or porosity. The large depth-to-width ratio of the weld and heat-affected-zone tends to minimize shrinkage distortion. Figure 2-29 shows a typical sine-wave beam assembly welded by melting through the cap into the web. The web path was accurately traced by a contour following system; a minimum underbead fillet size of 0.030 in. was maintained (Fig. 2-30).

The above processes have all been accorded production status for welding titanium alloys and are well documented by process specifications which meet or exceed the requirements of applicable military specifications. Additionally, the plasma arc process may be used if the advantages promised by limited tests are confirmed by the more extensive development program now in progress.

Filler metal additions for the fusion welding processes are made with commercially pure titanium weld wire. This selection was based

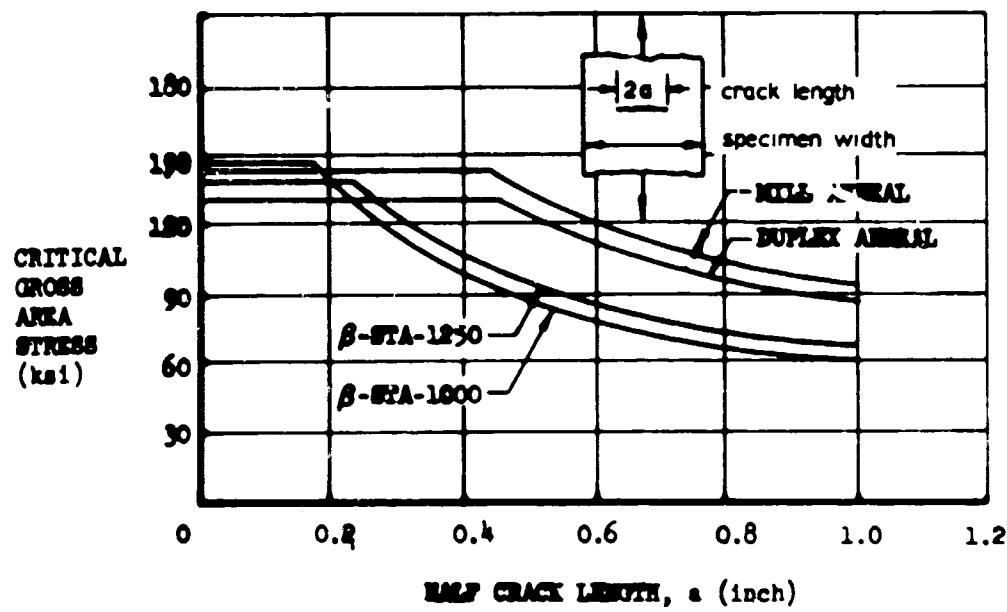


Figure 2-20. Residual Strength of Through Cracked Ti 6Al-4V

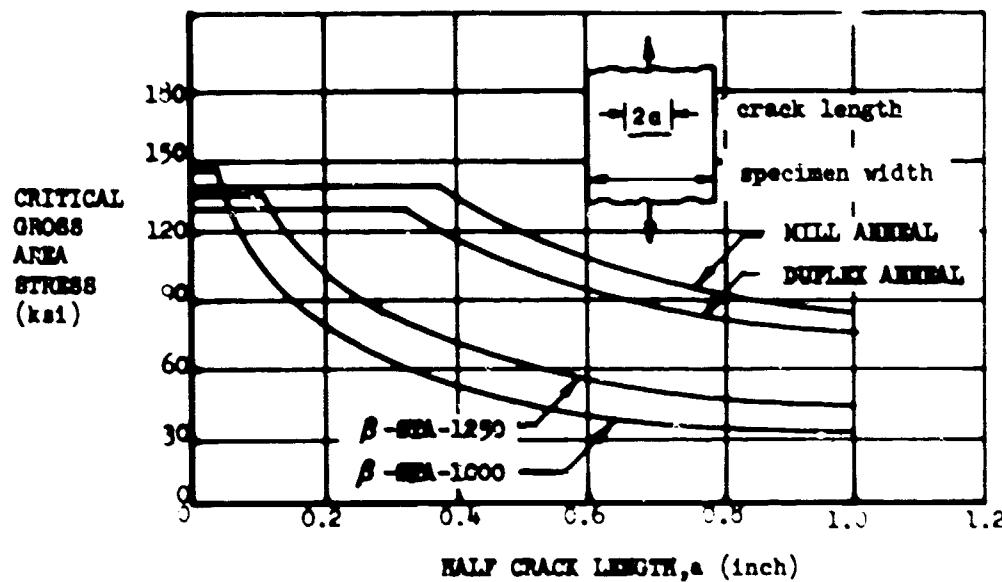


Figure 2-21. Residual Strength of Through Cracked Ti 6Al-4V in 3.5 Percent NaCl Solution

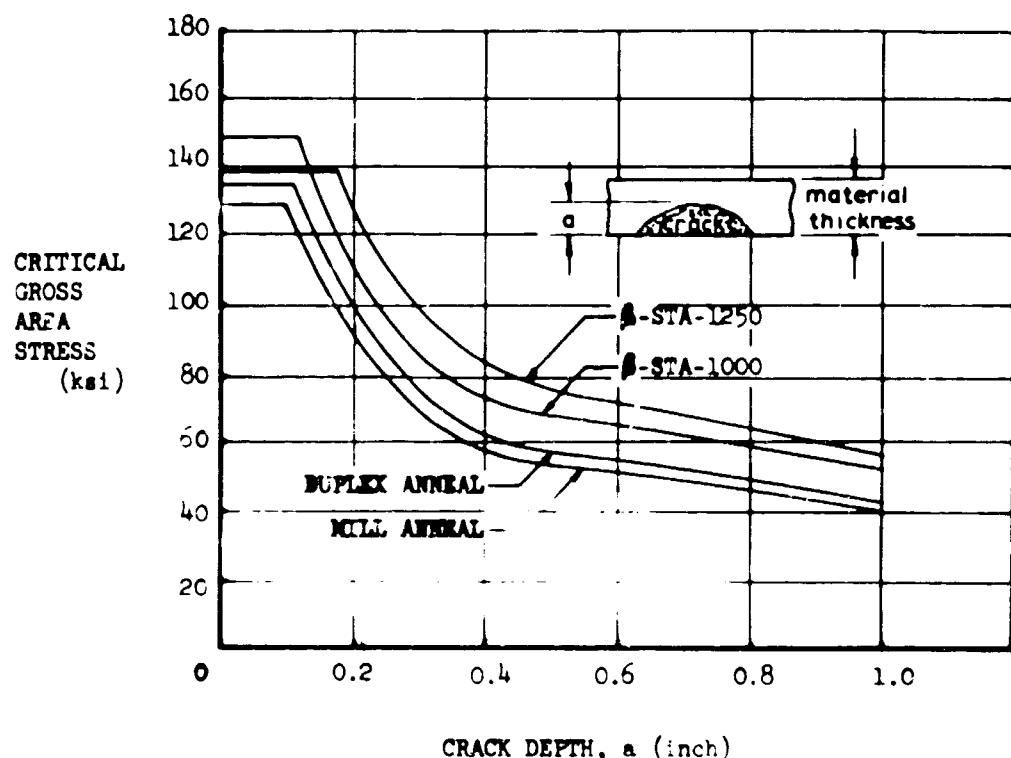


Figure 2-22. Residual Strength of Surface Flawed Ti 6Al-4V

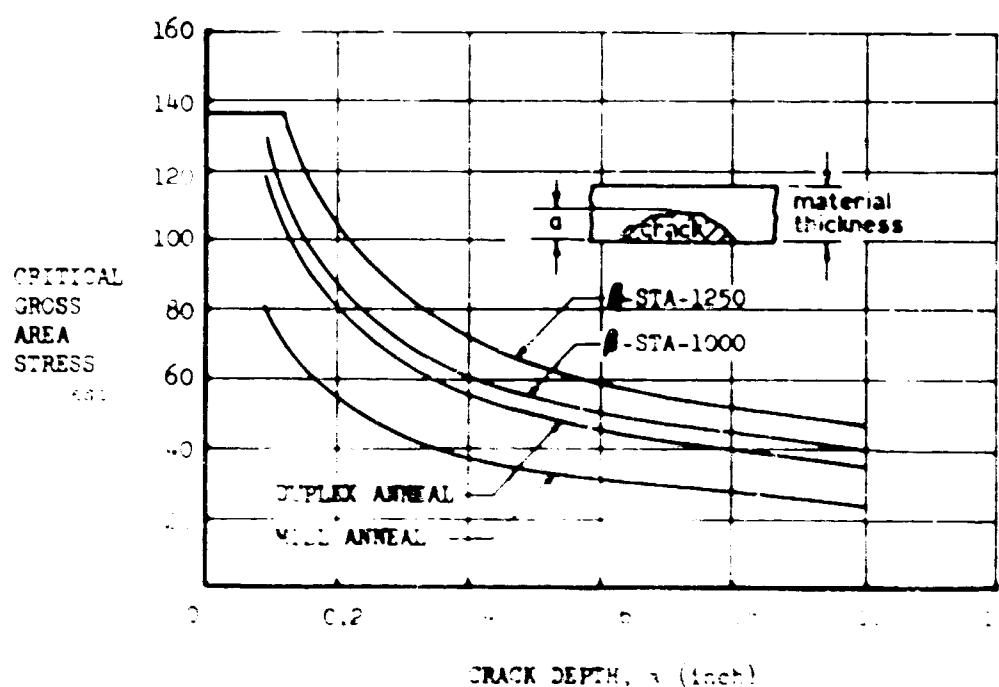


Figure 2-23. Residual Strength of Surface Flawed Ti 6Al-4V in 3.5 Percent NaCl Solution

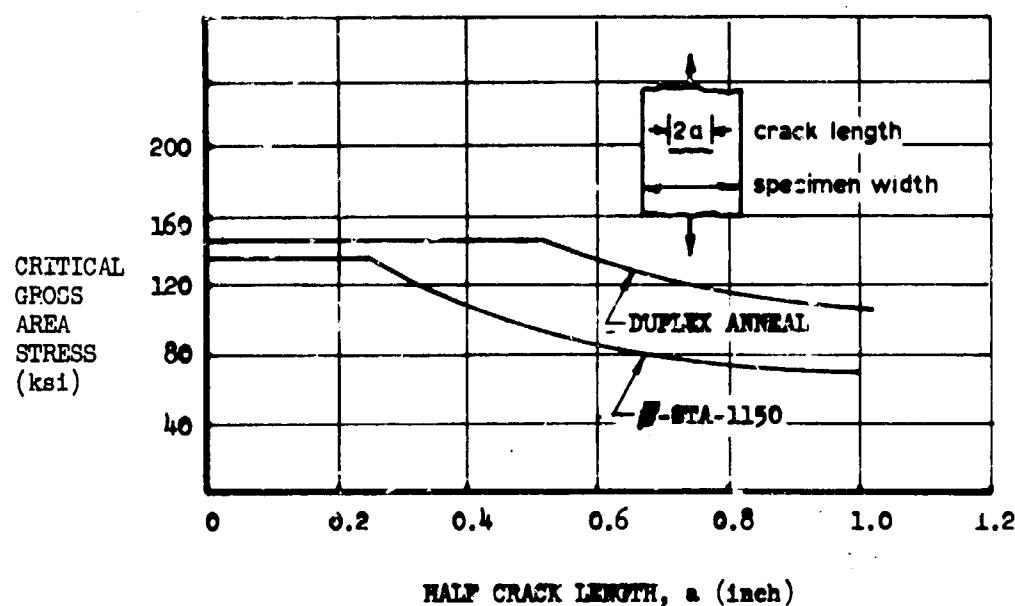


Figure 2-24. Residual Strength of Through Cracked Ti 4Al-3Mo-IV

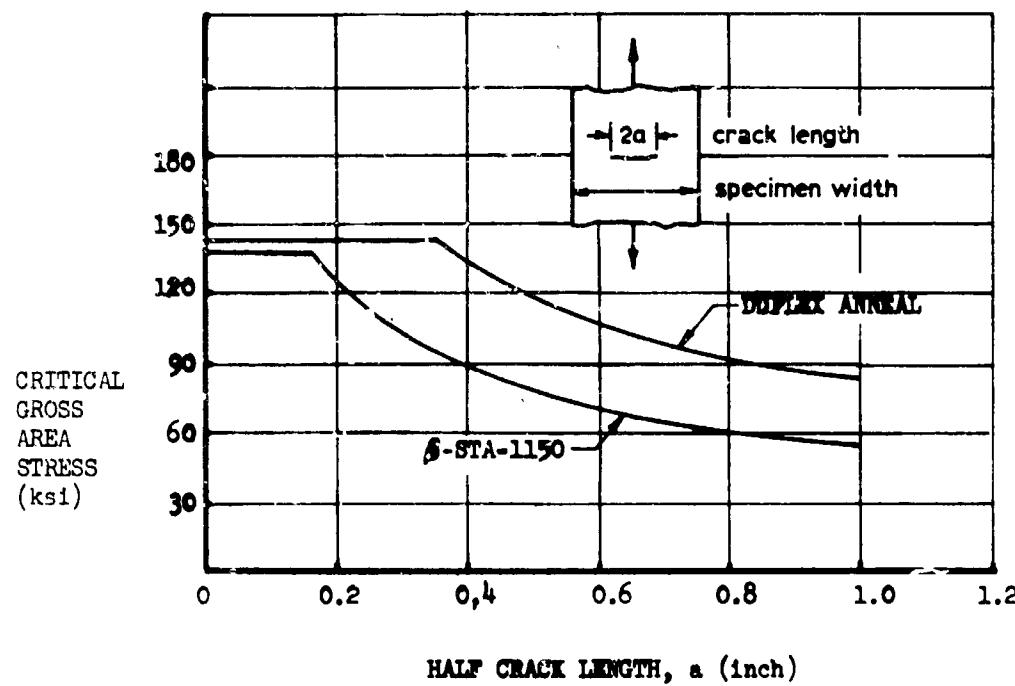


Figure 2-25. Residual Strength of Through Cracked Ti 4Al-3Mo-IV in 3.5 Percent NaCl Solution

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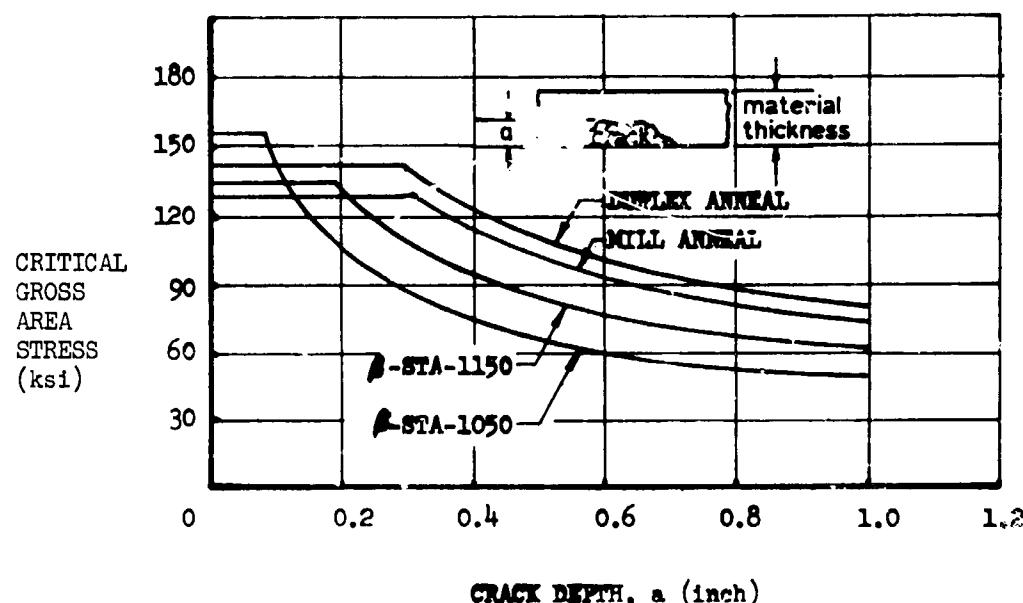


Figure 2-26. Residual Strength of Surface Flawed Ti 4Al-3Mo-1V

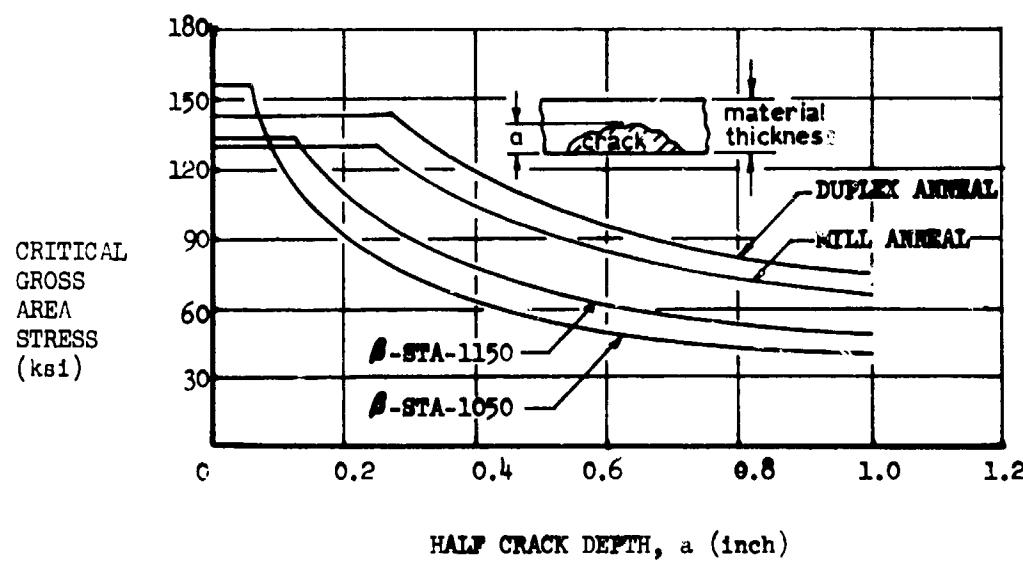


Figure 2-27. Residual Strength of Surface Flawed Ti 4Al-3Mo-1V in 3.5 Percent NaCl Solution

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Table 2-D. Mechanical Properties of GTA, DGTa, GMA, and EB Welding, Ti 6Al-4V

| Weld Process | Material Thickness | Processing Sequence | Filler Wire | Longitudinal Weld Tensile |                 |                          |                    |       | Transverse Weld Tensile |                 |                          |                    |       |
|--------------|--------------------|---------------------|-------------|---------------------------|-----------------|--------------------------|--------------------|-------|-------------------------|-----------------|--------------------------|--------------------|-------|
|              |                    |                     |             | Stress (ksi)              |                 | Joint Efficiency Percent | Percent Elongation |       | Stress (ksi)            |                 | Joint Efficiency Percent | Percent Elongation |       |
|              |                    |                     |             | F <sub>ty</sub>           | F <sub>tu</sub> |                          | 1 in.              | 2 in. | F <sub>ty</sub>         | F <sub>tu</sub> |                          | 1 in.              | 2 in. |
| GTA          | 0.060              | A-W-SR              | Comm. Pure  | 132.5                     | 138.6           | 97.9                     | 13                 | 10    | 126.1                   | 130.4           | 92.2                     | 15                 | 9.0   |
|              | 0.060              | A-W-SR              | 5Al-2.5Sn   | 135.6                     | 141.5           | 100.0                    | 11                 | 8.4   | 127.7                   | 131.4           | 93.0                     | 16.2               | 10.0  |
|              | 0.060              | A-W-SR              | 6Al-4V      | 131.8                     | 138.2           | 97.7                     | 9                  | 6.6   | 127.7                   | 132.0           | 93.3                     | 15.8               | 10.2  |
|              | 0.060              | STA-W-SR            | Comm. Pure  | 140.6                     | 151.9           | 92.4                     | 8                  | 6     | 147.5                   | 151.3           | 92.0                     | 4                  | 2     |
|              | 0.060              | STA-W-SR            | 5Al-2.5Sn   | 145.2                     | 157.2           | 95.6                     | 7                  | 5.5   | 153.9                   | 159.9           | 97.3                     | 5                  | 3     |
|              | 0.060              | STA-W-SR            | 6Al-4V      | 146.3                     | 155.9           | 94.8                     | 5.5                | 4     | 155.7                   | 164.1           | 99.8                     | 6.5                | 5     |
|              | 0.250              | A-W-SR              | Comm. Pure  | 130.8                     | 140.8           | 100.0                    | 13.8               | 11.8  | 111.8                   | 127.9           | 90.9                     | 8.2                | 4     |
|              | 0.250              | A-W-SR              | 5Al-2.5Sn   | 138.3                     | 145.3           | 99.4                     | 15                 | 12    | 129.3                   | 137.9           | 94.3                     | 12.4               | 8     |
|              | 0.250              | A-W-SR              | 6Al-4V      | 139.7                     | 153.1           | 100.0                    | 7.2                | 7     | 132.3                   | 142.7           | 100.0                    | 2.6                | 5.6   |
| DGTa         | 0.250              | A-W-SR              | None        | 133.0                     | 142.1           | 100.0                    | 12.5               | 9     | 143.8                   | 149.2           | 100.0                    | 16                 | 11    |
| GMA          | 0.500              | A-W-SR              | 6Al-4V      | 137.5                     | 142.9           | 100.0                    | 13.8               | 10.3  | 128.3                   | 136.2           | 96.5                     | 20.6               | 13.5  |
| EB           | 0.050              | A-W                 | None        | -                         | -               | -                        | -                  | -     | 134.9                   | 144.7           | 98.4                     | 13.0               | 8.0   |
|              | 0.155              | A-W                 | None        | -                         | -               | -                        | -                  | -     | 136.6                   | 151.0           | 100.0                    | 15.4               | 10.3  |

► A - Mill annealed condition  
 STA - Solution treated and aged  
 W - Welded by specified process  
 SR - Stress relieved

GTA - Gas tungsten arc  
 DGTa - Dual gas tungsten arc  
 GMA - Gas metal arc  
 EB - Electron beam

Table 2-E. GMA Mechanical Properties Data

| Data Source | Type of Test | Average Ultimate Tensile Strength (ksi) | Standard Deviation (ksi) | Minimum (Tensile ksi) |
|-------------|--------------|---|--------------------------|-----------------------|
| Boeing      | Base Metal   | 128.21                                  | 6.33                     | 114.35                |
| Vendor      | Base Metal   | 125.37                                  | 6.23                     | 112.91                |
| Boeing      | Welds        | 119.70                                  | 2.79                     | 114.12                |

\* Minimum = average value minus 2 times standard deviation

NOTE: GMA Certification Welds — 0.870 in thick

Ti 8Al-1Mo-1V — base metal

Commercially pure titanium filler wire

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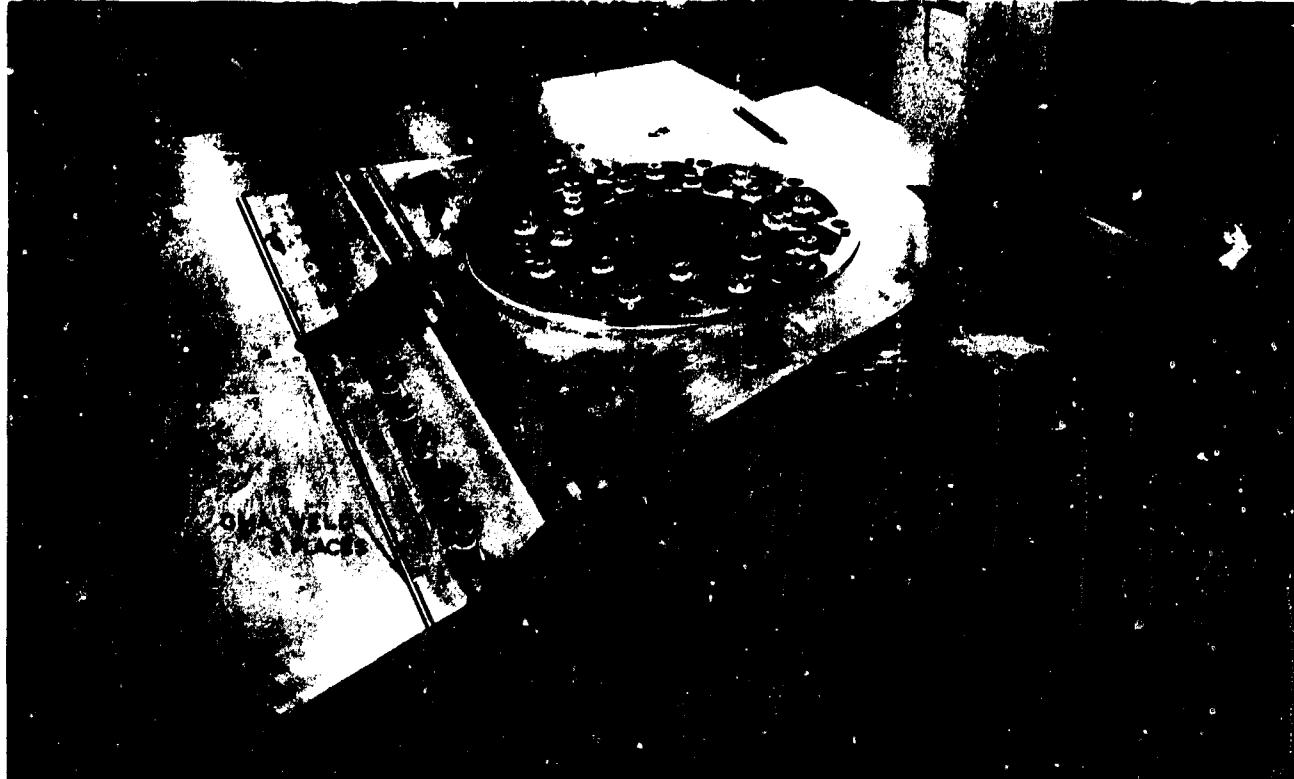


Figure 2-28. Full-Scale Wing Pivot Test Lug, GMA Fusion Welded

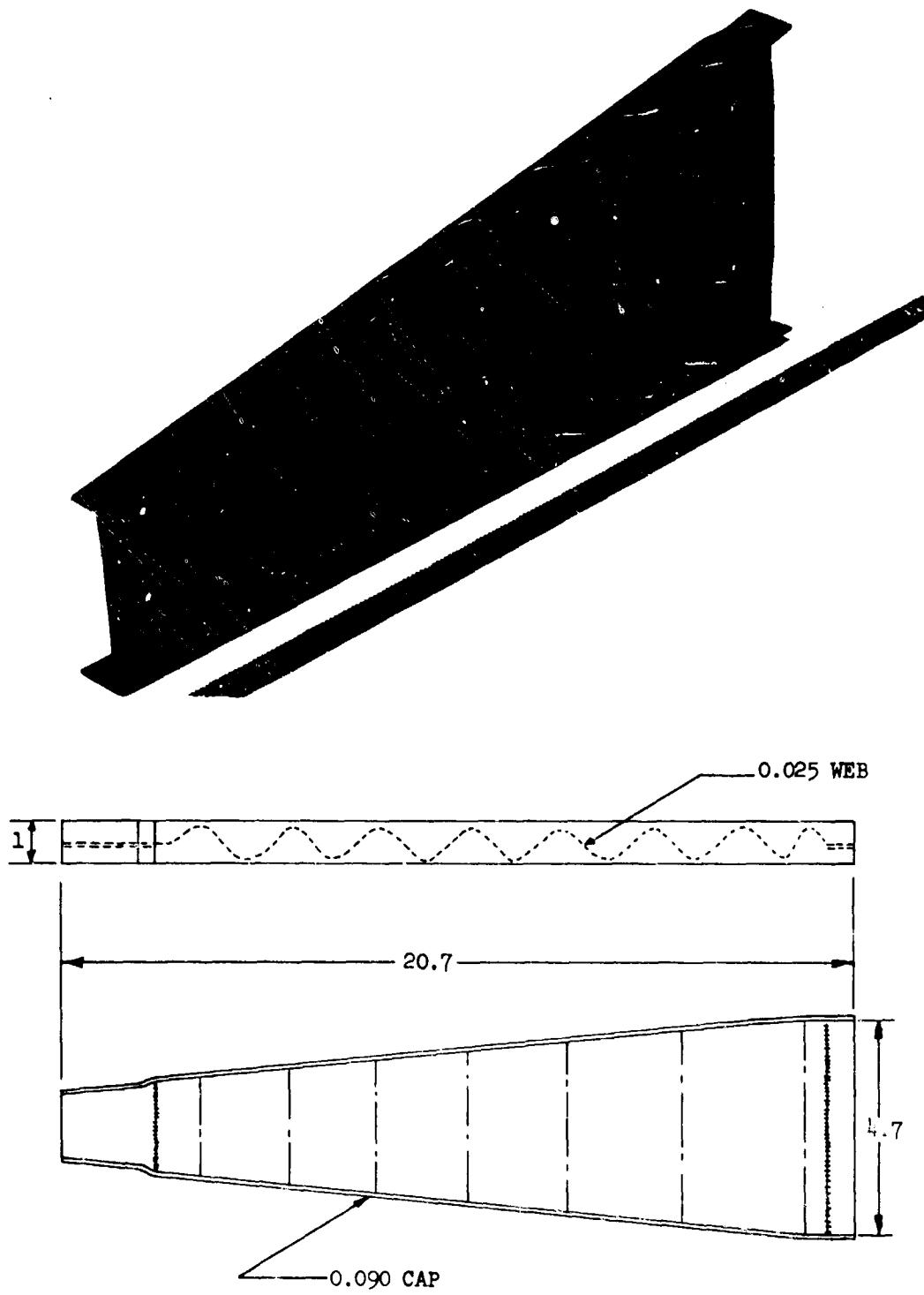
primarily on the inability, to date, of suppliers to provide alloy grade wire of consistently high quality. As the weld wire quality is improved, Boeing will take advantage of the higher joint efficiencies obtainable with Ti 6Al-4V or Ti 5Al-2.5Sn alloys. Table 2-F shows different weld wire compositions as controlled by company material specifications. Current testing is aimed at establishing the benefits to be derived from the extra low interstitial (ELI) grades of weld wire. Table 2-D shows the properties and relative joint efficiencies of welded butt joints in Ti 6Al-4V made with the various filler metal alloys.

The crack growth sensitivity of welds in aqueous salt solution was investigated. The results demonstrated that, in general, the weld metal and heat-affected zone are equal to or better than the base material. Welds in sheet material were evaluated using the 12 inch wide center cracked specimen. Figure 2-31 shows the results obtained from one such series of tests on 0.060 in. thick Ti 6Al-4V sheet. The panels were tested in air and in 3.5 percent salt solution. After the corrosion fatigue characteristics had been

evaluated by cyclic loading, one panel was loaded to failure at 1000 psi per second to establish the fracture toughness of the joint. The other panel was sustained loaded in 3.5 percent salt solution to establish the threshold stress intensity level for environmental crack growth. Failure in both tests was accompanied by immediate propagation of the fatigue crack out of the weld zone into the base material.

The threshold stress intensity factor level determined by sustained loading was 143 ksi  $\sqrt{\text{in.}}$ . The susceptibility ratio,  $K_I/K_C$ , was 0.89 confirming other observations that this alloy in sheet thicknesses is relatively immune to environmental crack growth. The weld metal suffered no loss in resistance to fatigue crack growth in the presence of the salt water.

Typical effects of NaCl environment on crack growth in welded plate are shown in Fig. 2-32 for 0.5-in. thick Ti 6Al-4V. The 0.5 by 1.5 by 7.5-in. precracked notch-bend specimen was used. The results show that the weld metal and heat affected zone are satisfactory and similar to the base metal.



ALL DIMENSIONS ARE IN INCHES

Figure 2-29. Electron Beam Welded Sine Wave Assembly

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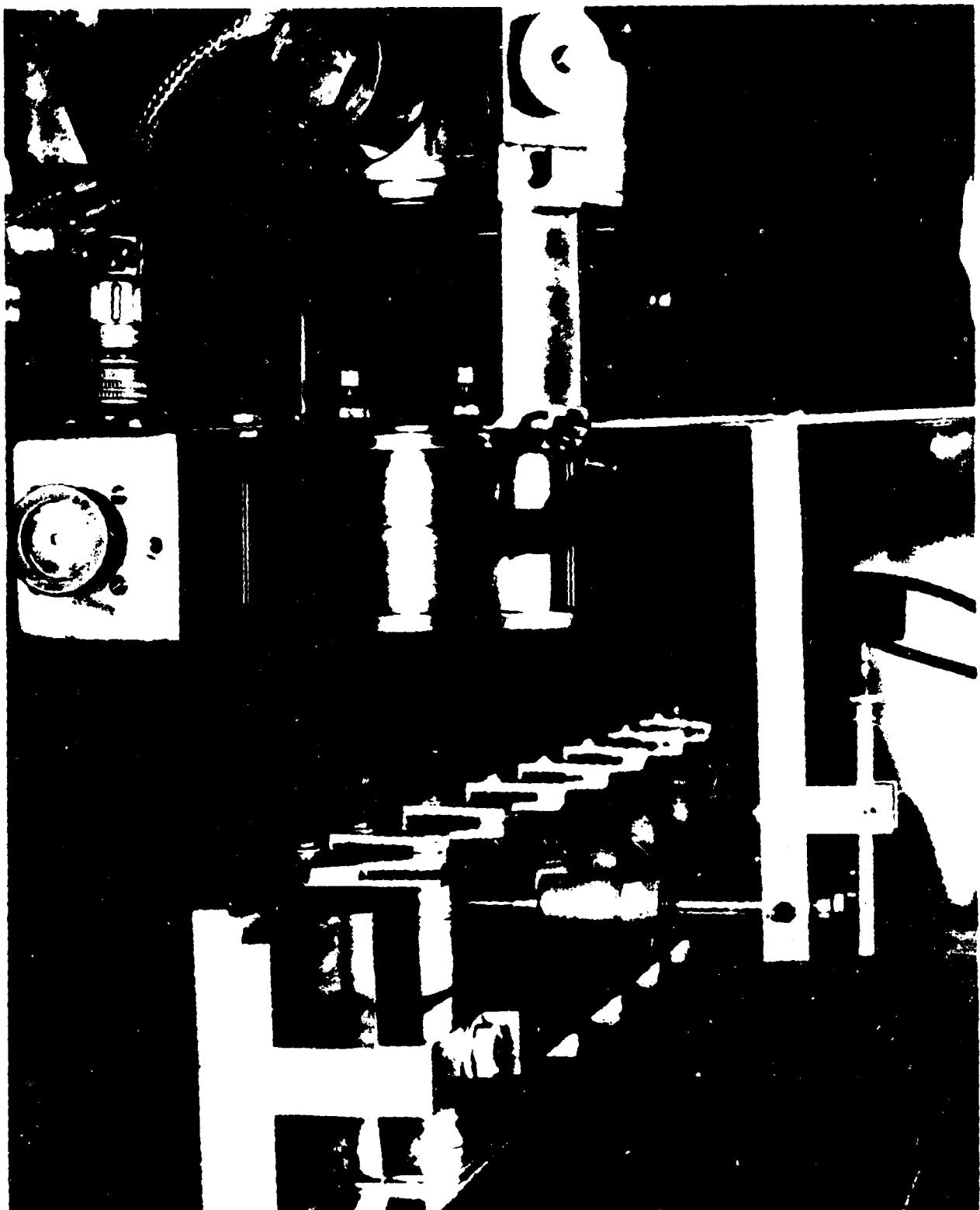


Figure 2-30. Tracer Follower for Sine Wave E. B. Weld

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Table 2-F. Titanium Filler Wire Compositions

| Element<br>Percent       | Alloy and Grade     |                                |                           |                       |                  |                    |               |                 |            |  |
|--------------------------|---------------------|--------------------------------|---------------------------|-----------------------|------------------|--------------------|---------------|-----------------|------------|--|
|                          | Standard<br>B120VCA | Standard<br>Commercial<br>Pure | ELI<br>Commercial<br>Pure | Standard<br>5Al-2.5Sn | ELI<br>5Al-2.5Sn | Standard<br>6Al-4V | ELI<br>6Al-4V | Standard<br>3Al | ELI<br>3Al |  |
| Manganese                | -                   | 0.20                           | 0.010                     | -                     | 0.010            | -                  | 0.010         | -               | 0.010      |  |
| Aluminum                 | 2.0-4.0             | -                              | -                         | 4.7-5.6               | 4.7-5.6          | 5.50-6.75          | 5.50-6.75     | 2.5-3.5         | 2.5-3.5    |  |
| Tin                      | -                   | -                              | -                         | 2.0-3.0               | 2.0-3.0          | -                  | -             | -               | -          |  |
| Molybdenum               | -                   | -                              | -                         | -                     | -                | -                  | -             | -               | -          |  |
| Chromium                 | 10.0-12.0           | -                              | -                         | -                     | -                | -                  | -             | -               | -          |  |
| Vanadium                 | 12.0-15.0           | -                              | -                         | -                     | -                | 3.5-4.50           | 3.5-4.50      | -               | -          |  |
| Iron                     | 0.50                | 0.30                           | 0.15                      | 0.15<br>nominal       | 0.15             | 0.25               | 0.15          | 0.3             | 0.15       |  |
| Carbon                   | 0.10                | 0.10                           | 0.035                     | 0.08                  | 0.035            | 0.05               | 0.035         | 0.07            | 0.035      |  |
| Nitrogen                 | 0.07                | 0.07                           | 0.009                     | 0.05                  | 0.009            | 0.015              | 0.009         | 0.05            | 0.009      |  |
| Hydrogen                 | 0.020               | 0.015                          | 0.005                     | 0.015                 | 0.005            | 0.0125             | 0.005         | 0.015           | 0.005      |  |
| Oxygen                   | -                   | 0.18                           | 0.09                      | 0.12                  | 0.09             | 0.12-0.17          | 0.09          | 0.150           | 0.09       |  |
| Total, Other<br>Elements | -                   | -                              | -                         | -                     | -                | -                  | -             | -               | -          |  |
| Titanium                 | Remainder           | Remainder                      | Remainder                 | Remainder             | Remainder        | Remainder          | Remainder     | Remainder       | Remainder  |  |

NOTE: All values maximum unless otherwise noted.

ELI = Extra-low interstitials

All values are percents

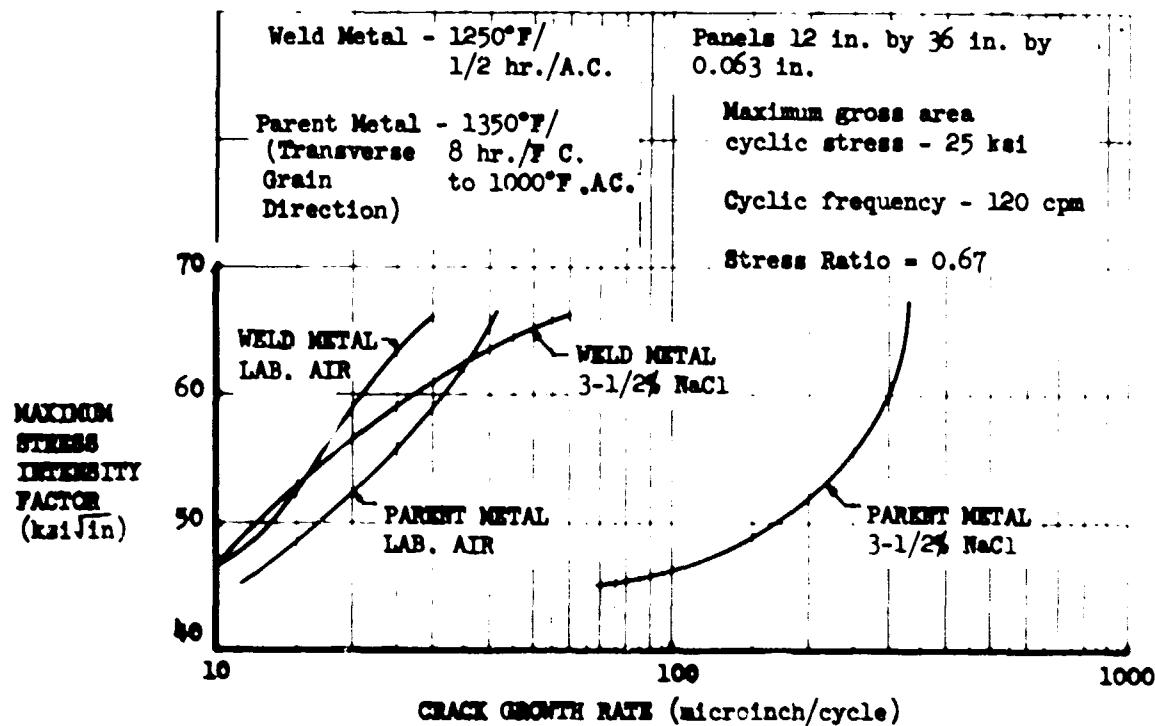


Figure 2-37. Corrosion and Fatigue Characteristics of Ti 6Al-4V Base Metal and Fusion Welds

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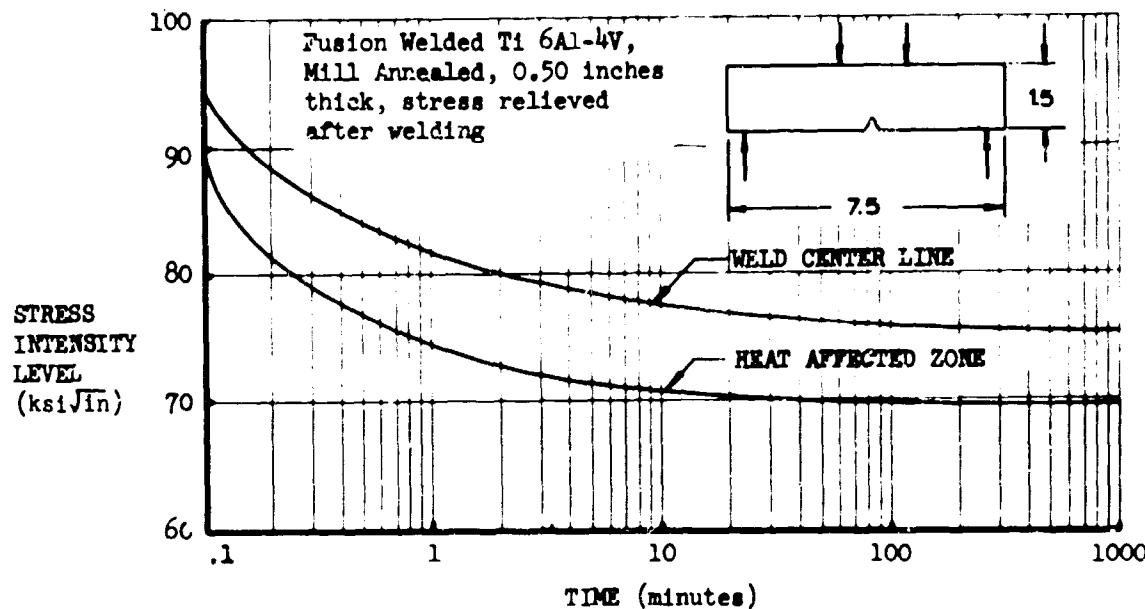


Figure 2-32. Environmental Sustained Load Characteristics of Welded Ti 6Al-4V

Weld stability tests were conducted in a Boeing—North American welding program (Ref. 8). The test specimen consisted of a 0.20-in.thick plate of mill annealed Ti 6Al-4V with a flush transverse gas shielded tungsten arc weld made without filler metal addition. The results of this program showed that a slight increase (2.3 percent) in ultimate tensile and tensile yield strengths occurred, accompanied by a very slight reduction in elongation, after exposure to 650°F for 1000 hours at a sustained stress of 25,000 psi. Since this temperature is well above the maximum temperature anticipated for titanium applications, weld stability should present no problem.

Residual stresses in welds are caused by thermally induced plastic flow due to expansion of the heated material followed by the contraction on cooling of the weld metal and adjacent area. Stresses transverse to the weld are insignificant except for multiple pass welds in thick material but the longitudinal stresses usually approach yield strength magnitude. The welding process used has little effect on the magnitude of peak residual stresses but generally speaking processes which produce narrow welds have the higher stresses; for example, electron beam welds which have the narrowest fusion zone have the highest peak stresses measured (over 100 ksi in Ti 6Al-4V).

All fusion welds in primary structure are stress relieved to minimize high residual stresses which can result in stress corrosion, delayed fracture of thick section welds, and reduction of fatigue life. Stress relief methods and supporting data are discussed in Sec. 2.6.

#### b. Resistance Spotwelding

Resistance spotwelding is used wherever this process is advantageous in design. Possible applications include wing rib assemblies and numerous secondary or nonstructural components. Studies have shown that the titanium alloys Ti 6Al-4V and Ti 4Al-3Mo-1V, are readily spotweldable. No special welding equipment or test facilities are required; however, part cleanliness is very important.

Certain combinations of heat treatment and welding sequence (Table 2-G) and the use of an interface metal (Table 2-H and Fig. 2-33) have resulted in mechanical properties shown. The fatigue life for lap shear joints using these combinations showed little improvement over conventional spotwelded structure. However, there is evidence that fatigue life improvement is possible with use of an interface adhesive or sealant. This technique is being investigated further (Fig. 2-34).

**Table 2-G. Effect of Weld-Heat Treat Sequence on Properties of Spot Welded Ti 6Al-4V**

| Material Thickness | Type of Tests:  | Features:         | Sequence of Welding and Heat Treatments: |                |               |               |
|--------------------|-----------------|-------------------|--|----------------|---------------|---------------|
|                    |                 |                   | W Only                                   | S-W-A          | S-A-W         | S-A-W-A       |
| 0.060/0.060        | Shear strength  | Average Variation | 4791<br>0.033                            | 4395<br>0.114  | 3535<br>0.066 | 3856<br>0.158 |
|                    | Shear strength  |                   |  |                |               |               |
|                    | Tension pullout | Average Variation | 964<br>0.135                             | 1213<br>0.124  | 956<br>0.084  | 1157<br>0.143 |
|                    | Tension pullout | (T)/(S) ratio     | 20.1%                                    | 27.6%          | 27.0%         | 30.0%         |
| 0.125/0.125        | Impact tension  | Average Variation | 27.6<br>0.181                            | 36.4<br>0.110  | 27.0<br>0.074 | 35.0<br>0.121 |
|                    | Impact tension  |                   |  |                |               |               |
|                    | Weld diameter   | (Macros)          | 0.26"                                    | 0.25"          | 0.25"         | 0.25"         |
|                    |                 |                   |  |                |               |               |
| 0.125/0.125        | Shear strength  | Average Variation | 10252<br>0.049                           | 9944<br>0.054  | 8604<br>0.074 | 9300<br>0.095 |
|                    | Shear strength  |                   |  |                |               |               |
|                    | Tension pullout | Average Variation | 3362<br>0.057                            | 3414<br>0.126  | 2935<br>0.174 | 3413<br>0.062 |
|                    | Tension pullout | (T)/(S) ratio     | 32.8%                                    | 34.3%          | 34.1%         | 26.7%         |
| 0.125/0.125        | Impact tension  | Average Variation | 91.2<br>0.171                            | 127.2<br>0.424 | 68.2<br>0.381 | 87.4<br>0.217 |
|                    | Impact tension  |                   |  |                |               |               |
|                    | Weld diameter   | (Macros)          | 0.345"                                   | 0.33"          | 0.34"         | 0.34"         |
|                    |                 |                   |  |                |               |               |

NOTES: Shear strengths and tension pullout strengths are given in pounds.

Impact tension strengths are given in foot-pounds.

Weld diameters are given in inches.

(T)/(S) ratio = Tension shear ratio

#### SEQUENCE CODE FOR WELDING AND HEAT TREATMENT:

W = Weld

S = Solution heat treat (1700 ± 25°F for 15 minutes. Cold water quench)

A = Age (1250 ± 25°F for 4 hours. Cool in still air)

Table 2-H Evaluation of Interfoils in Spot Welding Titanium Alloy

| Thickness<br>(in.) | Foil<br>Alloy    | Shear(S)         |            | Tension Pullout(T) |            |                  | Impact Tension      |            | Weld Diameter, Inches |                          |
|--------------------|------------------|------------------|------------|--------------------|------------|------------------|---------------------|------------|-----------------------|--------------------------|
|                    |                  | Average,<br>(lb) | Variation* | Average,<br>(lb)   | Variation* | (T)/(S)<br>Ratio | Average,<br>(ft lb) | Variation* | Average               | Specification<br>Minimum |
| 0.080              | Nioro            | 7324             | 0.139      | 1548               | 0.103      | 0.211            | 54.8                | 0.328      | 0.280                 | 0.260                    |
| 0.080              | Comm.<br>Pure Ti | 4196             | 0.056      | 1654               | 0.109      | 0.202            | 58.8                | 0.034      | 0.265                 | 0.260                    |
| 0.080              | None             | 5315             |            | 1500               |            | 0.282            | 55.0                |            | 0.265                 | 0.260                    |
| 0.250              | Nioro            | 26740            | 0.093      | 9944               | 0.109      | 0.372            | 192.2               | 0.161      | 0.500                 | 0.490                    |
| 0.250              | Comm.<br>Pure Ti | 32020            | 0.075      | 11580              | 0.143      | 0.362            | 212.0               | 0.113      | 0.510                 | 0.490                    |
| 0.250              | None             | 25000            |            | 7900               |            | 0.316            | 140.0               |            | 0.502                 | 0.490                    |

NOTE: \* Variation = Range/Average

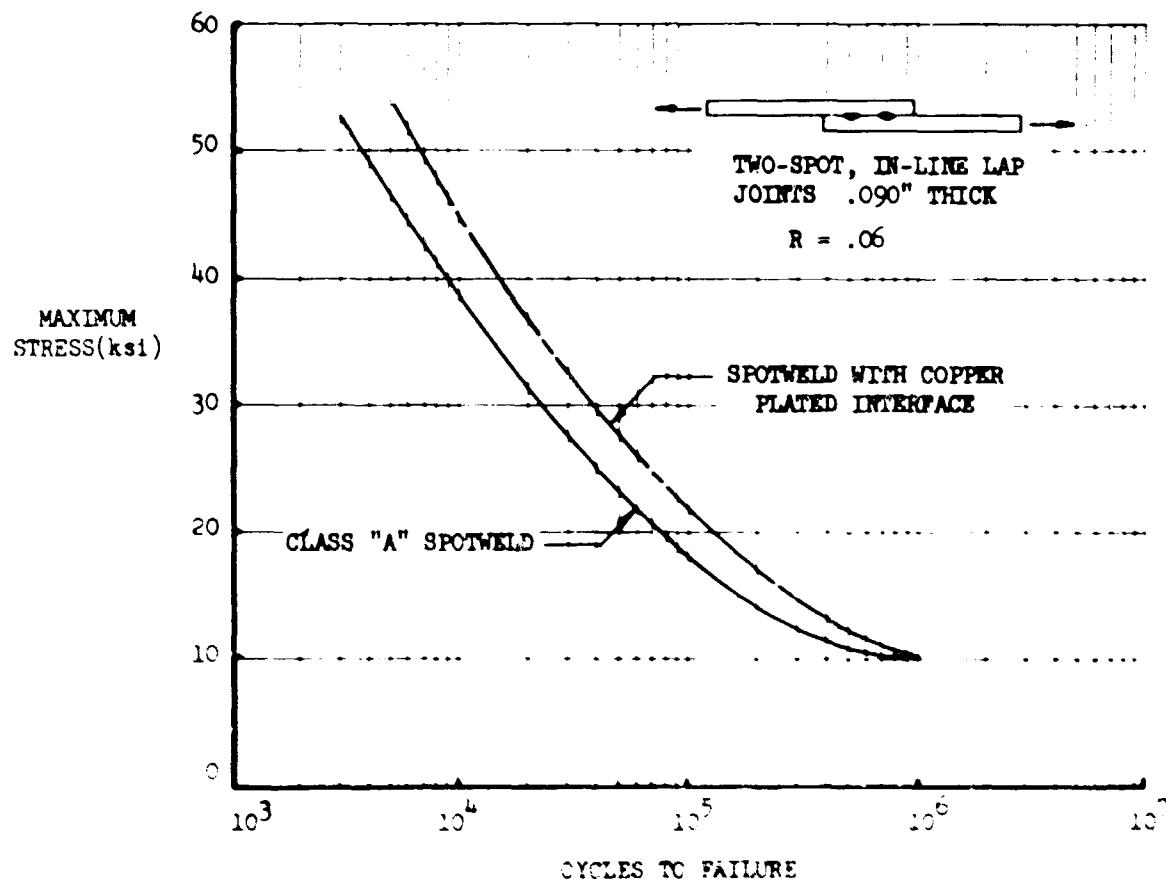


Figure 2-33. Effect of Interface Copper Plating on Fatigue Properties of Spot Welded Ti 6Al-4V

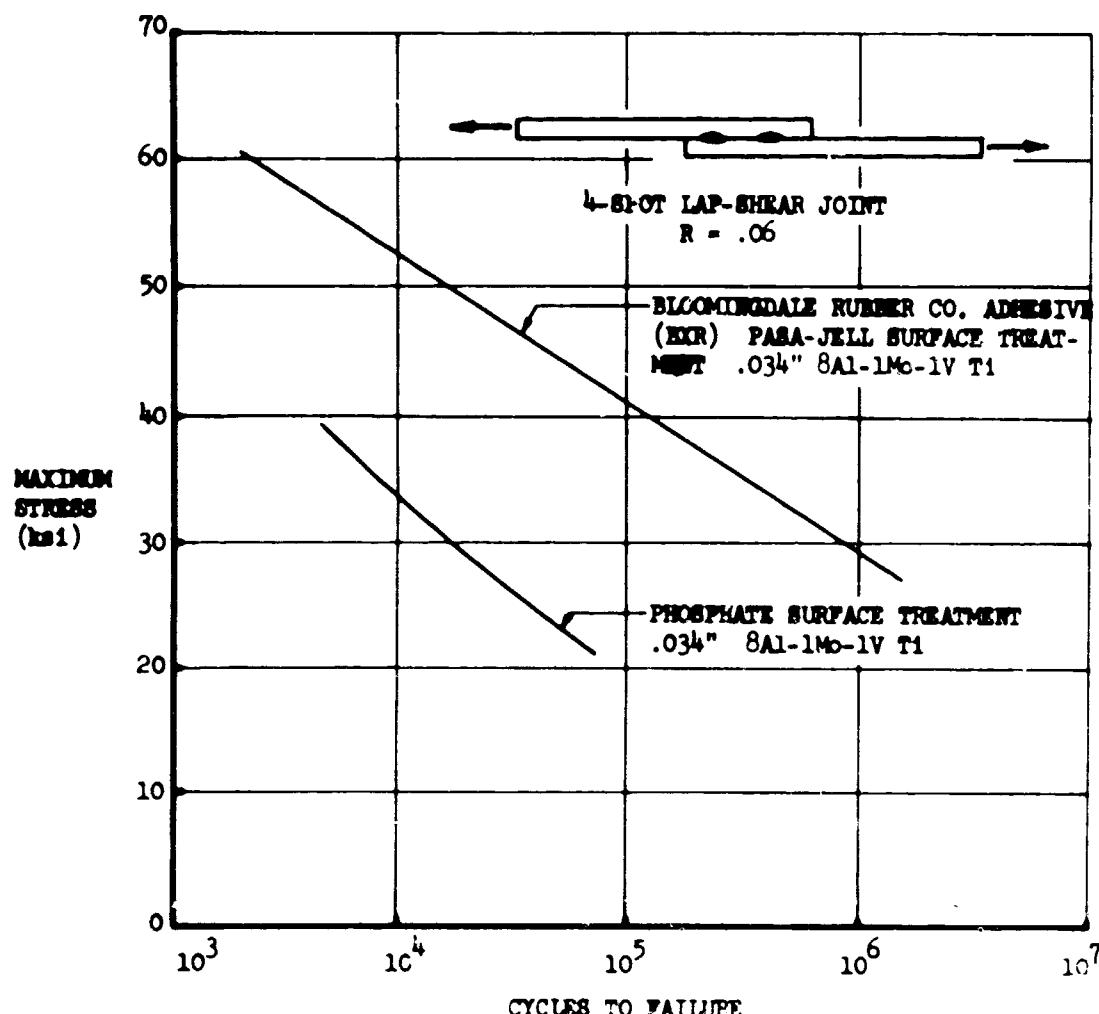


Figure 2-34. Effects of Interface Sealant on Fatigue Properties of Spot Welded Titanium Alloy

A Boeing process specification for spotwelding titanium has been prepared. This specification meets or exceeds the requirements of the applicable military specification.

**c. Flashwelding**  
Flashwelding is used wherever this process provides design or manufacturing advantage or cost effectiveness. The process is applicable to butt joining of identical shapes; for example, stiffener extrusions, tubular landing gear joints, and rectangular bar sections. Since the entire weld is formed at one time, distortion is minimal and weld quality and reliability are excellent. Table 2-1 shows the mechanical properties of flashwelds in Ti 6Al-4V. Figure 2-35 shows fatigue data for Ti 6Al-4V specimens from which the weld reinforcement has been removed. The results indicate that the weld

and base metal have nearly the same static and fatigue properties.

Flashwelding of titanium is done with conventional equipment and is controlled by a Boeing process specification. Further development of the process will be directed toward the welding of extruded shapes to determine configuration limits.

**d. Pressure Welding**  
Pressure welding is used in applications similar to those for flashwelding. It is a solid state welding process in which coalescence is attained while plastically upsetting the locally heated abutting ends using a constant end load. The advantage of this process is its capability for welding large cross-sectional areas with excellent metallurgical quality and high joint

Table 2-1. Mechanical Properties of Flash Welds

| Weld No. | Tensile Strength, (psi) | Yield Strength, (psi) | Elongation (in 4D Percent) | Reduction of Area (Percent) |
|----------|-------------------------|-----------------------|----------------------------|-----------------------------|
| 1        | 171,100                 | 157,700               | 9                          | 26.7                        |
| 2        | 170,700                 | 159,500               | 9                          | 27.9                        |
| 3        | 171,700                 | 157,400               | 10                         | 33.3                        |
| 4        | 174,100                 | 162,500               | 10                         | 30.1                        |
| 5        | 168,600                 | 153,900               | 10.5                       | 33.0                        |
| 6        | 172,500                 | 159,700               | 12.5                       | 43.9                        |
| 7        | 170,200                 | 157,100               | 11.5                       | 31.8                        |
| Average  | 171,300                 | 158,200               | 10.2                       | 32.0                        |

NOTE: Flashwelds were solution treated at 1750°F, water quenched, 900°F aged - 4 hours.

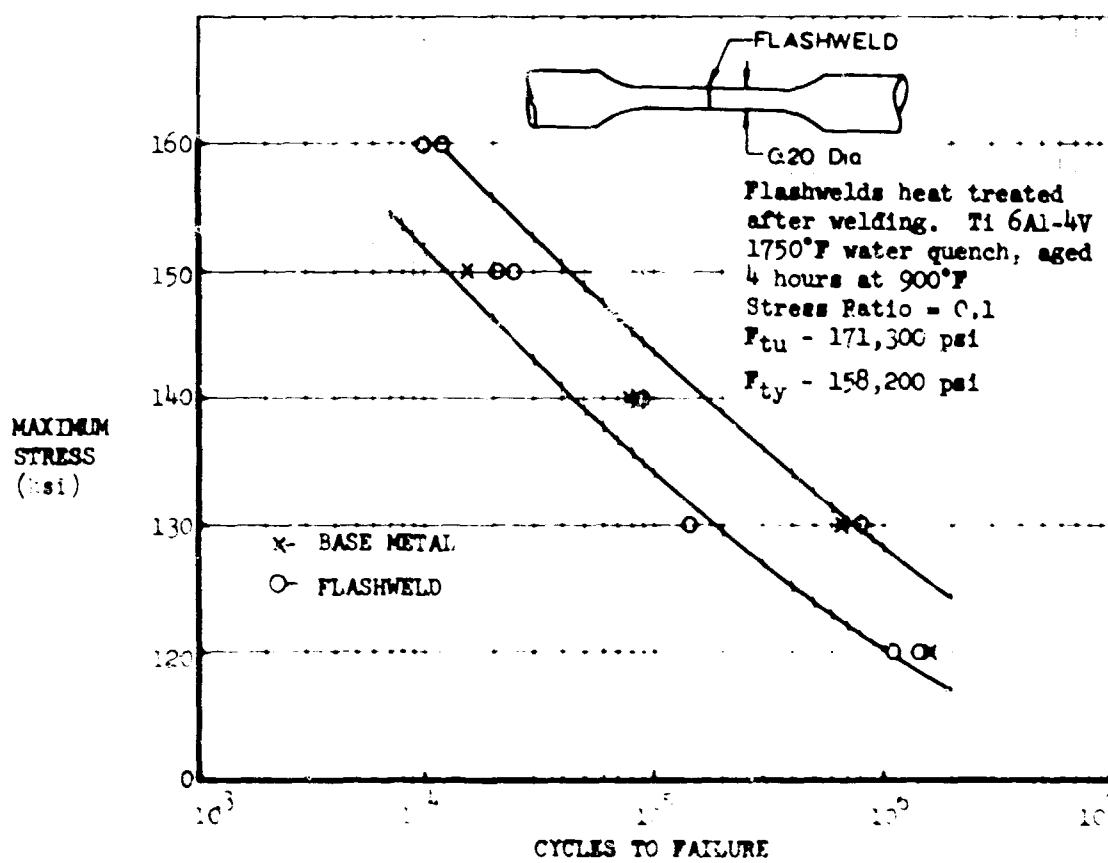


Figure 2-35. Flashweld Fatigue

strengths. Table 2-J shows a comparison of weld and base metal strengths of pressure welded Ti 6Al-4V tubes.

#### e. Diffusion Welding

Diffusion welding is a solid state joining process by which coalescence of the faying surface is obtained through a combination of pressure and heat with or without the use of an interface material. The process is accomplished either by roll diffusion welding or by static pressure diffusion welding at elevated temperature. Diffusion welding is considered for use in applications such as skin-stiffeners, butt joints, and lap joints where intimate faying surface contact can be assured during the weld cycle. The process results in high quality welds with shear strengths equivalent to base metal properties. Figure 2-36 is a micrograph of a void free roll-weld with a microstructure identical to that of the base metal.

Development is planned to establish quality limits with the aid of ultrasonic inspection techniques. In addition, a 31 by 96 inch panel

consisting of five stiffeners is being prepared for roll welding. Structural testing of the welded panel is planned.

#### 2.1.2.3 Copper Diffusion Brazing

Copper diffusion brazing of titanium alloys may be used in applications such as skin stiffener assemblies, butt and lap joints wherein intimate contact of the faying surfaces is assured during the brazing operation, and for thin-gage sandwich structure where temperatures preclude use of adhesives. This process differs from diffusion welding in that a copper interface material is used. The interface material forms a transient liquid phase in the joint, and therefore the process is not completely solid state. Advantages of the process are increased diffusivity and intimate contact of the liquid phase with the faying surfaces. Faying surfaces irregularities are easily filled with the liquid phase, thus enhancing the probability of void-free brazed joints.

This technique results in a manufacturing advantage in that relatively low faying surface

Table 2-J. Mechanical Properties of Ti 6Al-4V Pressure Welded Tubes

| Tube No. | Type of Specimen | Ultimate Tensile Strength, Average (ksi) | Elongation Average, (percent) | Bend Angle, Average, (degrees*) | Fracture Location ** |
|----------|------------------|--|-------------------------------|---------------------------------|----------------------|
| 1        | Weld             | 160.4                                    | 7.9                           | 129                             | H. A. Z.             |
|          | Base Metal       | 166.7                                    | 10.9                          | 150                             | B. M.                |
| 2        | Weld             | 160                                      | 7.6                           | 133                             | H. A. Z.             |
|          | Base Metal       | 166.4                                    | 8.3                           | 126                             | B. M.                |
| 3        | Weld             | 160.7                                    | 6.3                           | 133                             | H. A. Z.             |
|          | Base Metal       | 158.9                                    | 12.5                          | 139                             | B. M.                |

\* Included angle at failure

\*\* H. A. Z. = Heat-affected zone

B. M. = Base metal

Tubes were heat treated after pressure welding

1750°F/30 minutes, water quench, aged at 900°F ~ 4 hours, air cool

0.500 in. wall x 3.5 in. diameter welded tube

The weld reinforcement was machined flush with the base metal surfaces.

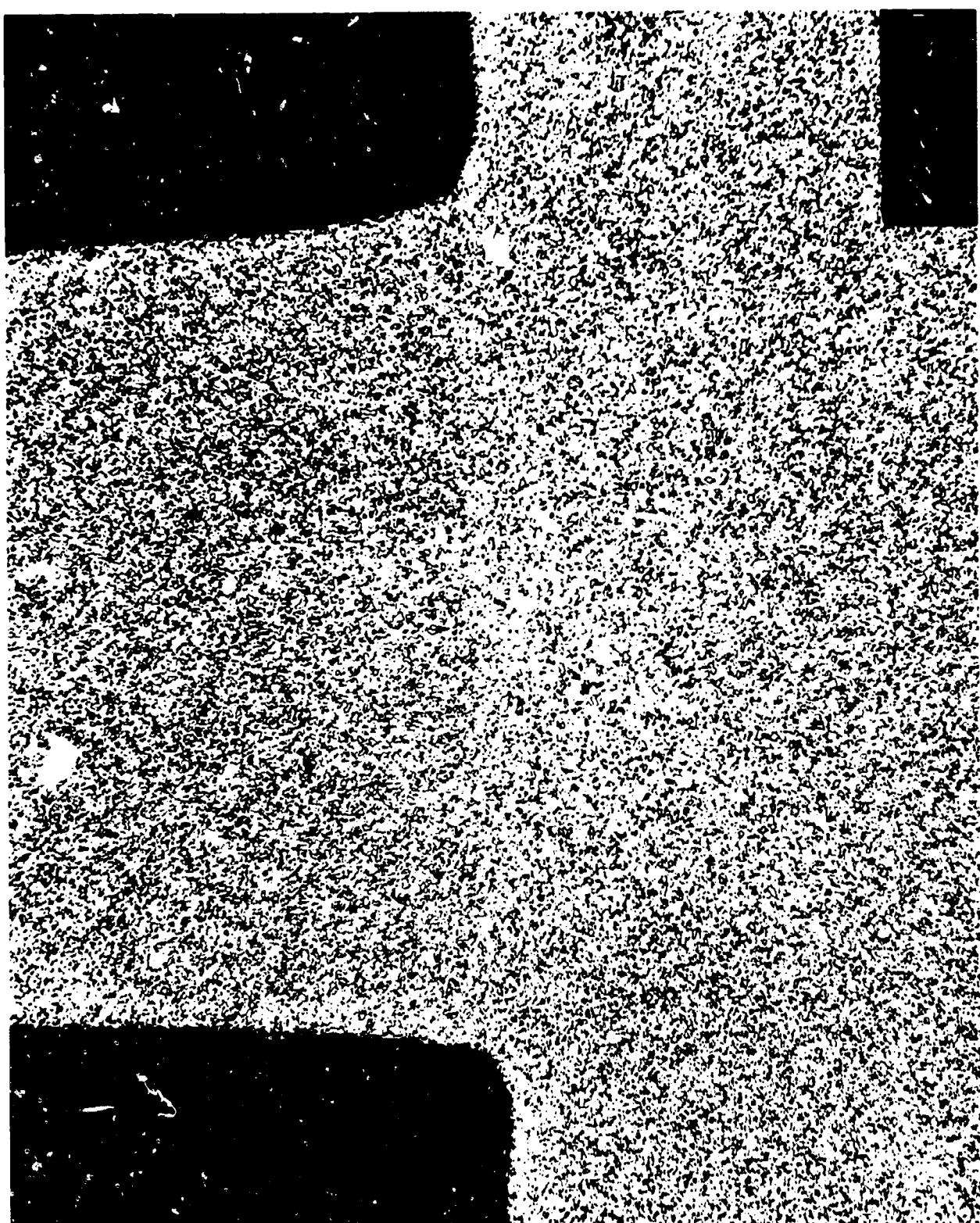


Figure 2-36. Roll Diffusion Weld in Titanium

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contact pressures are required during brazing. A properly controlled process produces metallurgically homogeneous joints with the copper diffused and completely alloyed with the titanium. Tensile properties are comparable to those of the base metal before and after exposure to 600°F in the presence of salt for up to 1000 hours (see Table 2-K). The fatigue life of copper diffusion brazed Ti 6Al-4V joints and base metal is shown in Fig. 2-37.

Future work is planned in the areas of impact and fracture toughness testing, quality evaluation, and diffusion brazing of experimental test assemblies.

A Boeing preliminary process specification for copper diffusion brazing of Ti 6Al-4V has been released.

#### 2.1.2.4 Forming

The limited formability of titanium at room temperature is generally attributed to its close packed hexagonal crystal structure. Of primary concern are the material springback characteristics, induced residual stresses, and yield strength reduction due to the Bauschinger effect. Hot forming, hot sizing, stress relieving, or a combination thereof, are frequently necessary to minimize or eliminate these effects.

Forming is accomplished at room temperature where part complexity, induced residual stresses, and Bauschinger effect permit. Hot forming or preforming followed by hot sizing is used extensively for severely formed parts. The time and temperature for hot forming and sizing are influenced by the final heat treatment condition desired. Figure 2-38 shows the bend radii and spring back of Ti 6Al-4V sheet as influenced by thermal conditions, temperature, radius to thickness ratio, and sheet thickness. The magnitude of induced residual stress resulting from bend forming at various temperatures is shown in Fig. 2-39.

The room temperature bend formability of Ti 6Al-4V has been improved by the use of a urethane pad instead of steel lower dies for brake forming. This improvement is shown in Fig. 2-40. Further work is being done to implement this improvement for room temperature forming of titanium.

The Bauschinger effect on annealed Ti 6Al-4V has been studied. It was found that as little as two percent plastic tensile strain results in a 40 percent loss in compression yield strength and the high (approximately 120 ksi) proportional limit exhibited by Ti 6Al-4V is reduced to about 30 ksi. However, almost complete recovery is obtained by thermal stress relief (see Fig. 2-41).

Table 2-K Tensile Properties of Copper Diffusion Brazed Joints, Ti 6Al-4V

| Exposure Temperature, °F                 | None                     |                          | 600                      |                          | 600                      |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Exposure Time, hours                     | None                     |                          | 500                      |                          | 1000                     |                          |
| Environment                              | None                     |                          | NaCl*                    |                          | NaCl*                    |                          |
|  | F <sub>tu</sub><br>(ksi) | F <sub>ty</sub><br>(ksi) | F <sub>tu</sub><br>(ksi) | F <sub>ty</sub><br>(ksi) | F <sub>tu</sub><br>(ksi) | F <sub>ty</sub><br>(ksi) |
| Copper Diffusion Braze (1900°F-60 min)   | 139                      | 121                      | 145                      | 126                      | 149                      | 128                      |
| Ti 6Al-4V Base Metal (1900°F for 60 min) | 137                      | 117                      | 145                      | 126                      | 147                      | 127                      |

\* Aqueous NaCl slurry was applied to the specimens

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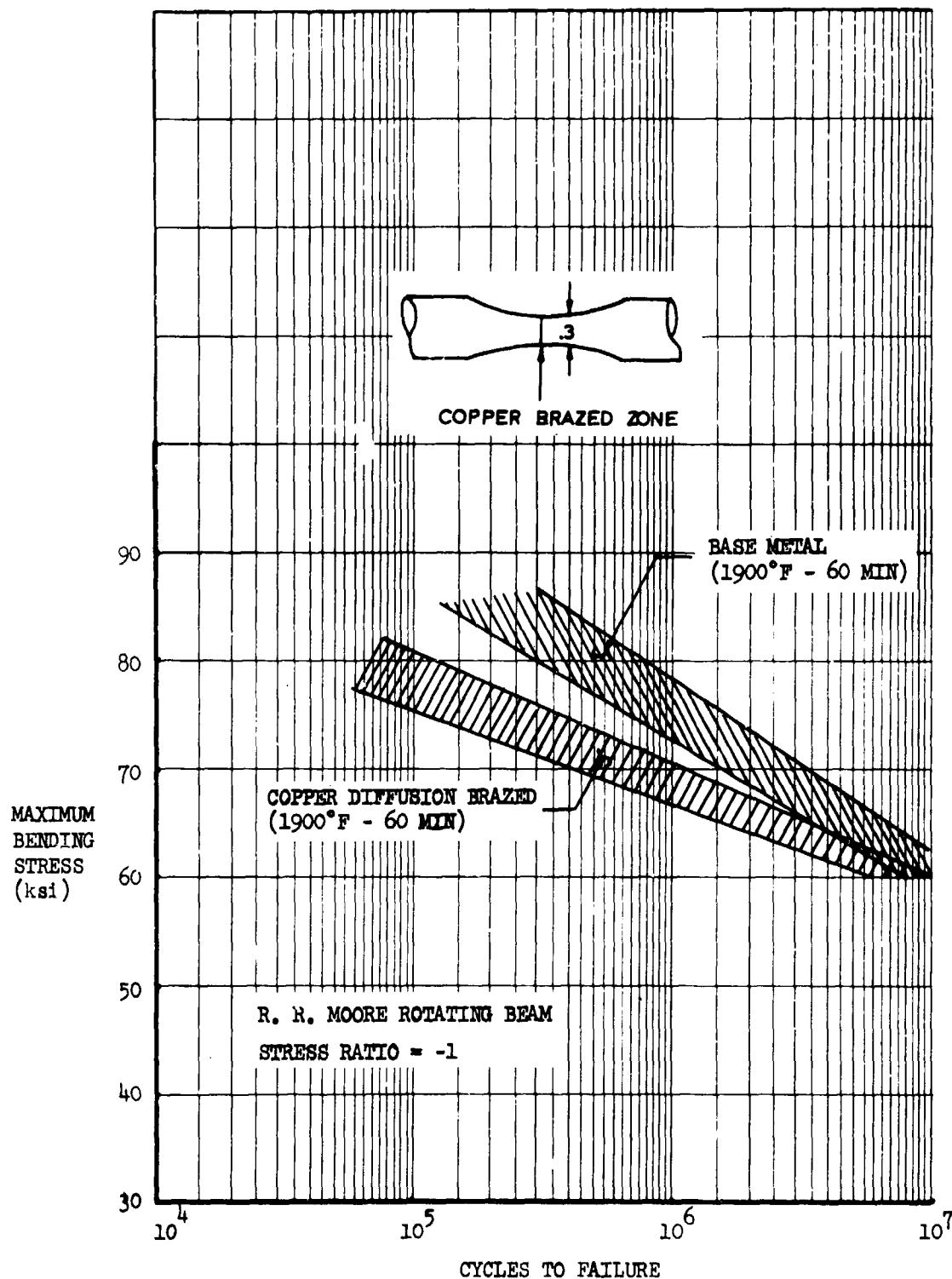


Figure 2-37. Fatigue Life of Copper Diffusion Brazed Ti 6Al-4V

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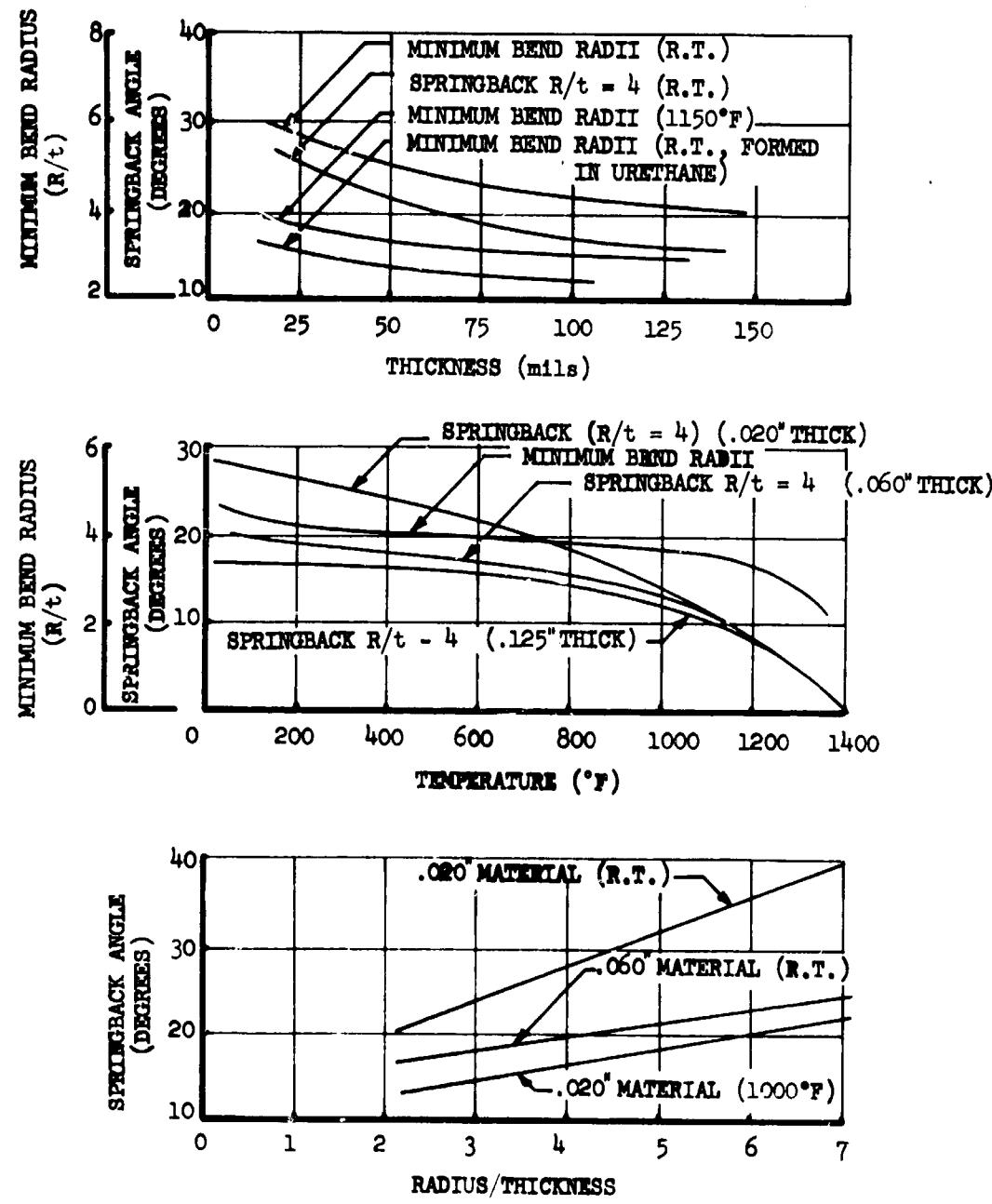


Figure 2-38. Minimum Bend Radii of Ti 6Al-4V

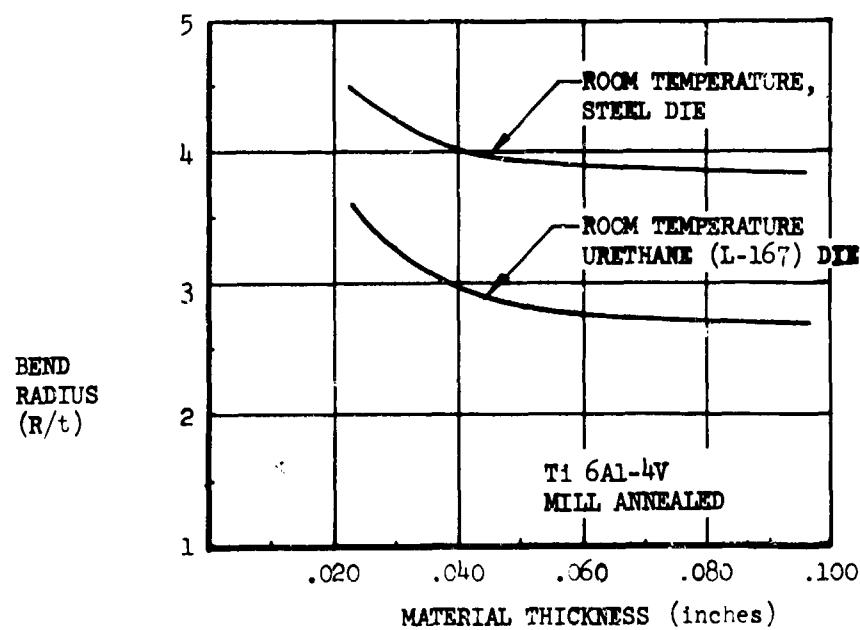
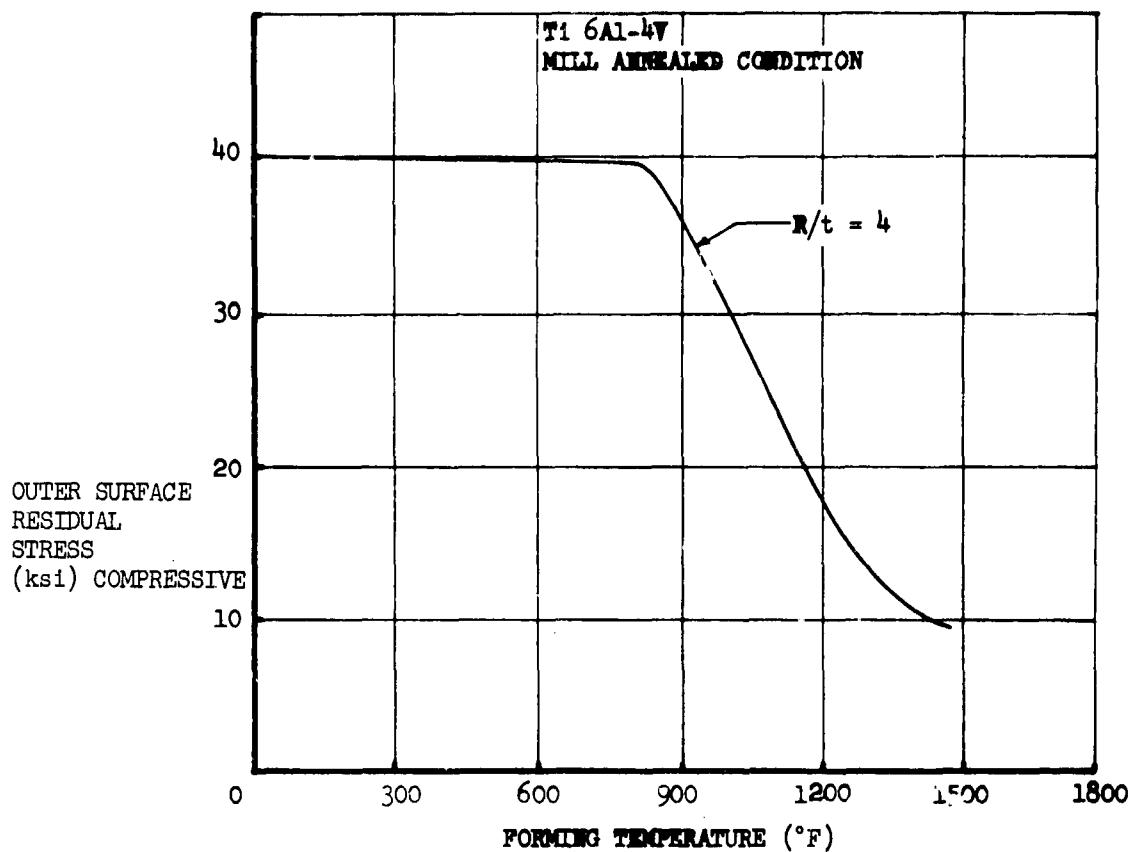


Figure 2-39. Residual Stress, Room Temperature Relationship for Formed Parts

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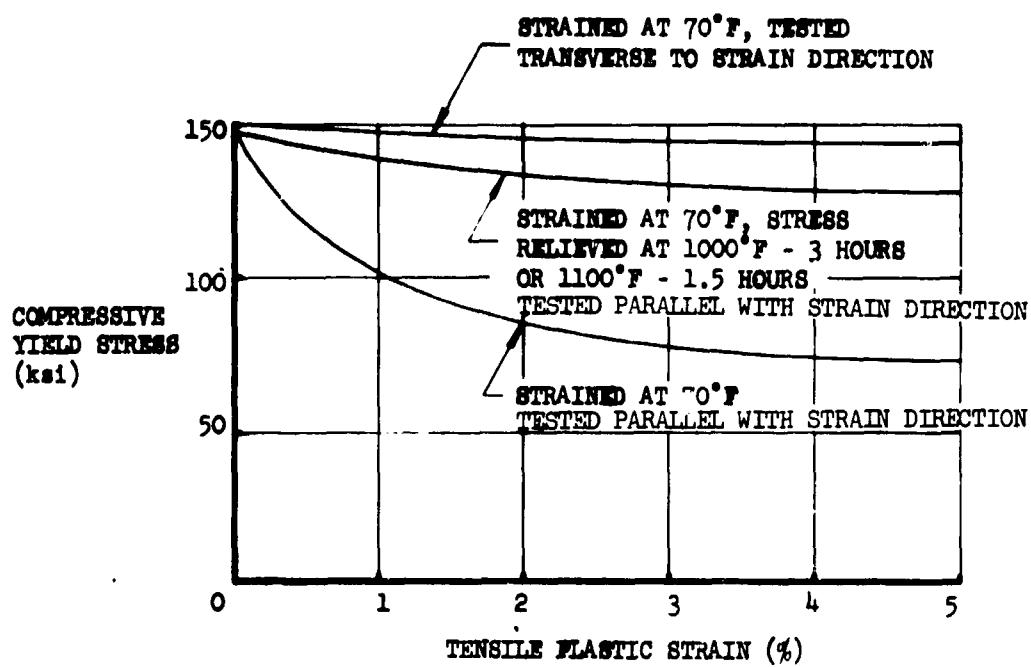


Figure 2-40. Bend Formability

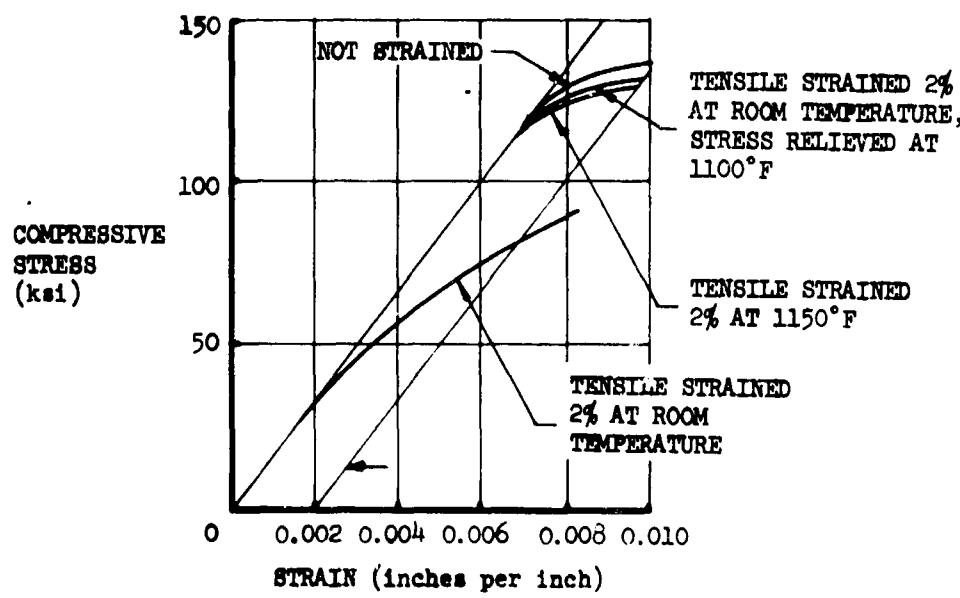


Figure 2-41. Bauschinger Effect on Ti 6Al-4V

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Strength reduction due to the Bauschinger effect is not significant when forming is carried out at temperatures above 1000° F. Tests have been conducted where coupons are loaded in compression 90 degrees to the direction of tensile strain, such as might occur for formed angles or Z sections and results showed that no compression strength reduction occurs.

Measurement techniques have been developed and applied to determine the residual stress distribution through the thickness of bend formed material. Tension residual stresses at the inside surface of a 4 times radius to thickness bend at room temperature are approximately 70,000 psi as shown in Fig. 2-42. Therefore, parts formed at room temperature require stress relief.

#### 2.1.2.5 Machining and Grinding

Mechanical machining such as face, end, or peripheral milling, and planning, are used as the primary part-shaping operations. Machining variables such as cutter geometry, feeds, and speeds have been established to provide efficient manufacturing procedures. A complete discussion of titanium machining procedures is given

in Boeing document V5-B2707-9 and manufacturing manuals 6M 59-150 (Ref. 9) and 6M 59-501 (Ref. 10). Coolants for machining are discussed in Sec. 3.8.8. Test results show that no degradation of static mechanical properties or toughness resulted from mechanical machining titanium alloys. Grinding and sanding are not allowed as finishing operations for titanium alloys when the abrasive speed exceeds 800 surface ft per minute, as this significantly reduces fatigue life. This reduction is attributed to induced residual tensile stresses which have been determined to exceed 100 ksi and extend to a depth of 0.005 in. below the surface. Therefore, all ground surfaces require a minimum of 0.010 in. of metal removal by such processes as chemical milling, mechanical machining, or abrasive cleaning which do not produce adverse residual stresses. This requirement is controlled by Boeing specification. Tests indicate that the fatigue life of the finished part is improved because of the excellent surface finish produced by a controlled abrasive finishing. Nonmechanical methods of metal removal, such as chemical and electrochemical milling, electro-chemical grinding, and electrical discharge machining are discussed in Par. 3.9.2.

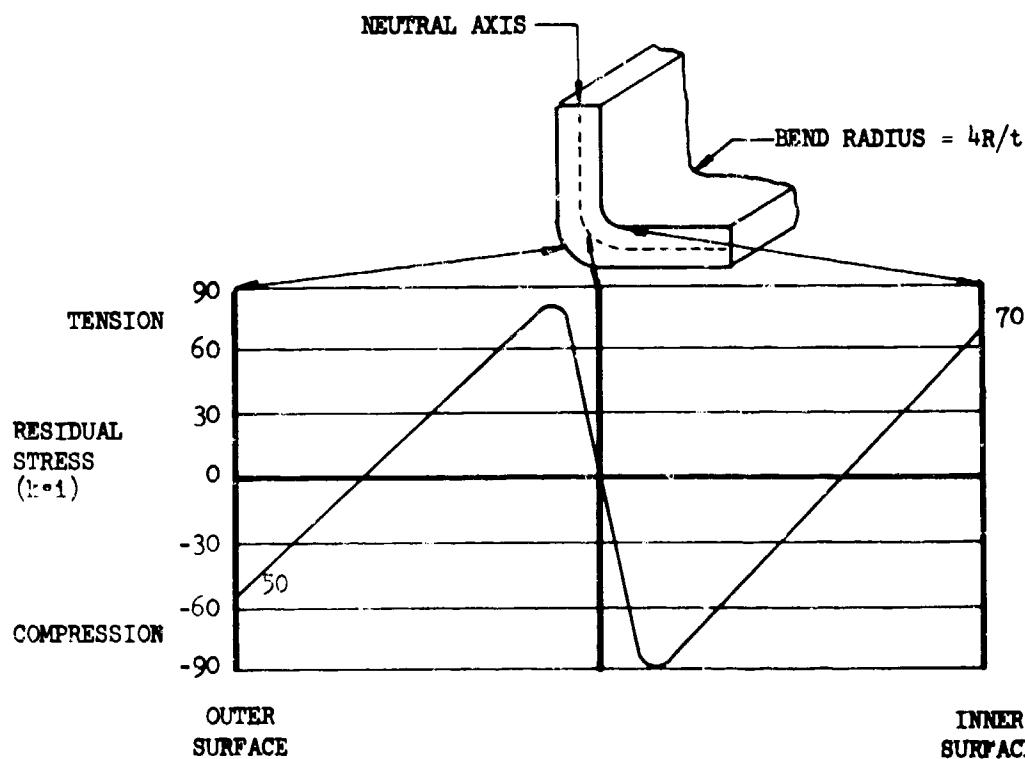


Figure 2-42. Distribution of Residual Stress in Bend Formed Ti 6Al-4V

**2.1.2.6 Forgings, Extrusions, and Castings**  
 Ti 6Al-4V is the primary alloy for forgings, extrusions, and castings. Ti 6Al-6V-2Sn and Ti 7Al-4Mo alloys are used where strength rather than fracture toughness, in air and aqueous environments, is the primary design consideration. Forgings and extrusions are worked above the beta transus of the respective alloys to obtain close dimensional control, greater material utilization, lower product cost, reduce die wear, and to improve structural properties.

The Boeing developed beta forging process has been evaluated on both flat and closed die forgings. Table 2-L lists tensile and fracture toughness properties of Ti 6Al-4V forged in the beta and the alpha beta ranges. The tensile properties of the alpha-beta and beta forged parts exceed the specification requirements listed in the applicable military specification for annealed Ti 6Al-4V. This table also shows a significant increase in fracture toughness (approximately 50 percent) of the beta worked material compared to that of

the alpha beta worked material. Figure 2-1 compares the fatigue properties of alpha beta and beta worked forgings. These data show no reduction in fatigue life because of beta working as compared to the alpha beta worked forgings.

## 2.2 STEEL

### 2.2.1 Alloys

Steel is used in the airframe structure where its high strength results in weight savings, or where other properties such as wear resistance are required. Only proven aircraft quality steel at reliable strength levels is used. Table 2-M lists the materials selected and their applications. Processing is controlled by plating and pickling specifications to preclude the possibility of hydrogen embrittlement.

Type 4340 Silicon Modified steel is used in the 270 to 300 ksi strength range because of its excellent service record as landing gear material in the Model 720 commercial jet airliner. The

**Table 2-L. Properties of Beta and Alpha-Beta Pancake Forgings Ti 6Al-4V**

| Forging Condition | Heat (1)<br>Treatment | Grain Direction | F <sub>tu</sub><br>(ksi) | F <sub>ty</sub><br>(ksi) | Elongation<br>(Percent in<br>4D) | Reduction<br>of Area,<br>Percent | K <sub>Ic</sub><br>ksi in (2) |
|-------------------|-----------------------|-----------------|--------------------------|--------------------------|----------------------------------|----------------------------------|-------------------------------|
| Alpha+Beta        | STA-1000              | Long.           | 167.1                    | 154.3                    | 12.8                             | 47.5                             | 45.2                          |
| Alpha+Beta        | STA-1000              | Trans.          | 167.8                    | 154.0                    | 13.5                             | 46.0                             | 46.6                          |
| Alpha+Beta        | Annealed              | Long.           | 144.6                    | 135.2                    | 15.2                             | 41.0                             | 56.3                          |
| Alpha+Beta        | Annealed              | Trans.          | 141.5                    | 130.8                    | 15.7                             | 44.5                             | 77.7                          |
| Beta              | STA-1000              | Long.           | 167.8                    | 149.0                    | 10.0                             | 29.0                             | 69.8                          |
| Beta              | STA-1000              | Trans.          | 164.0                    | 147.0                    | 10.5                             | 27.5                             | 67.7                          |
| Beta              | Annealed              | Long.           | 142.1                    | 128.7                    | 13.0                             | 35.0                             | 90.7                          |
| Beta              | Annealed              | Trans.          | 143.3                    | 126.8                    | 15.0                             | 36.2                             | 39.4                          |

(1) Heat treated thickness = 0.75 inch

Solution treated 1725°F — 1 hr. — W.Q.: Aged 1000°F — 4 hr., Air Cooled  
 Annealed 1300°F — 2 hr. — Air Cooled

(2) K<sub>Ic</sub> was determined on fatigue cracked single edge notch specimens  
 under three point loading.

**Table 2-M. Material Selection-High Strength Steels**

| Alloy and Condition                          | Form                     | Application   | Selection Criteria  | Availability                                |
|--|--------------------------|---|---|---|
| 4340M vacuum arc remelt (270-300 ksi)        | Plate, bar, and forgings | Landing gear components in temperature controlled wheel wells | High strength-density ratio<br>Good wear resistance<br>Good fracture toughness                        | Material available in production quantities |
| 9Ni-4Co-.30C vacuum arc remelt (220-240 ksi) | Plate, bar, and forgings | Landing gear components<br>Flap track forgings                | Good Strength<br>Excellent fracture toughness<br>Good stress corrosion resistance<br>Good weldability | Material available in production quantities |

Model 720 fleet has flown a total of 1,949,000 hours, which include 1,185,000 landings, without a reported failure resulting from use of this steel. All the major components of the Model 720 gear are made of airmelt 4340M steel heat treated to 270 to 300 ksi with a required minimum average reduction in area of 12 percent as measured by tensile coupons cut from the midradius of the forged billet.

Type 4340M steel for the B-2707 airplane is vacuum arc remelted for premium quality. This material has a guaranteed minimum average reduction of area of 25 percent in the short transverse grain direction and a minimum of 15 ft-lbs impact strength at -65°F as measured by a Charpy V notch specimen. The vacuum arc remelt grade of 4340M steel is also used for landing gear forgings for the Boeing 737 airplane currently entering production. Results of the qualification testing of the forging are shown in Table 2-N. These tensile test results verify that the excellent properties of the vacuum arc remelt 4340M are obtained in large forgings.

The excellent service experience of the 4340M steel, at this strength level, is due to careful control of design, procurement, and processing developed over 10 years of production experience.

Type 4340M steel contains 1.5 percent silicon which retards hydrogen diffusion and reduces susceptibility to stress corrosion. The inherent resistance of this alloy to hydrogen embrittlement as compared to other alloys is shown in Fig. 2-43 (Ref. 11). The comparison is made using induced stress as a percent of notched tensile strength. The significant stress affecting hydrogen embrittlement cracking is not design stress, but residual stress induced during processing or assembly. The environmental resistance of 4340M steel is further demonstrated by comparisons using gross area stress for hydrogen embrittlement susceptibility (Fig. 2-44, Ref. 11) and extreme fiber stress for stress corrosion susceptibility (Fig. 2-45, Ref. 12).

Detailed parts are designed so that applied loads will result in uniform stress distribution. Photostress and strain gage techniques are used to insure the absence of serious stress risers. The gear assemblies are static and fatigue tested to ensure that design requirements are met. Dissimilar metals are isolated and adequate corrosion protection provided for the entire assembly as discussed (see Sec. 3.8). In addition, wear, fretting, and galling will be eliminated through the use of replaceable bushings and protective materials in faying surfaces.

Table 2-N. Tensile Properties of Vacuum Arc Remelt 4340M Forging

|                            | Grain Direction  | $F_{tu}$ , (ksi) | $F_{ty}$ , (ksi) | Elongation, (percent) | Reduction of Area, (percent) |
|----------------------------|------------------|------------------|------------------|-----------------------|------------------------------|
|                            | Short transverse | 288.0            | 242.0            | 10.5                  | 41.7                         |
|                            | Short transverse | 285.0            | 241.0            | 10.5                  | 41.4                         |
|                            | Longitudinal     | 286.0            | 241.0            | 10.5                  | 41.7                         |
|                            | Short transverse | 285.0            | 240.0            | 10.0                  | 40.1                         |
|                            | Long transverse  | 287.0            | 242.0            | 10.0                  | 42.5                         |
|                            | Short transverse | 287.0            | 241.0            | 9.5                   | 35.7                         |
|                            | Long transverse  | 284.0            | 241.0            | 10.5                  | 41.4                         |
|                            | Long transverse  | 286.0            | 242.0            | 10.0                  | 41.4                         |
|                            | Longitudinal     | 285.0            | 240.0            | 10.0                  | 40.1                         |
|                            | Long transverse  | 287.0            | 244.0            | 10.5                  | 42.5                         |
|                            | Longitudinal     | 286.0            | 243.0            | 10.0                  | 41.4                         |
|                            | Short transverse | 285.0            | 240.0            | 10.0                  | 41.1                         |
|                            | Short transverse | 285.0            | 239.0            | 10.0                  | 41.7                         |
|                            | Short transverse | 286.0            | 242.0            | 10.0                  | 41.4                         |
|                            | Short transverse | 284.0            | 238.0            | 10.5                  | 40.1                         |
|                            | Short transverse | 284.0            | 242.0            | 10.5                  | 41.7                         |
|                            | Short transverse | 283.0            | 240.0            | 10.5                  | 41.7                         |
|                            | Short transverse | 285.0            | 240.0            | 10.5                  | 40.8                         |
|                            | Short transverse | 287.0            | 243.0            | 9.5                   | 41.4                         |
|                            | Short transverse | 286.0            | 241.0            | 10.5                  | 41.7                         |
|                            | Longitudinal     | 285.0            | 240.0            | 10.5                  | 41.7                         |
|                            | Short transverse | 285.0            | 240.0            | 11.0                  | 42.5                         |
|                            | Short transverse | 285.0            | 241.0            | 10.0                  | 40.8                         |
| Average Minimum            | Short transverse | 285.3            | 240.7            | 10.2                  | 40.9                         |
|                            | Short transverse | 283.0            | 238.0            | 9.5                   | 35.7                         |
| Average Minimum            | Long Transverse  | 286.0            | 242.0            | 10.2                  | 42.0                         |
|                            | Long Transverse  | 284.0            | 241.0            | 10.0                  | 41.4                         |
| Average Minimum            | Longitudinal     | 285.5            | 241.0            | 10.2                  | 41.4                         |
|                            | Longitudinal     | 285.0            | 240.0            | 10.0                  | 40.8                         |
| Average                    | All Orientations | 285.5            | 241.0            | 10.2                  | 41.1                         |
| Specification Requirements |                  | 270              | 220              | ----                  | 25 min<br>30 avg             |

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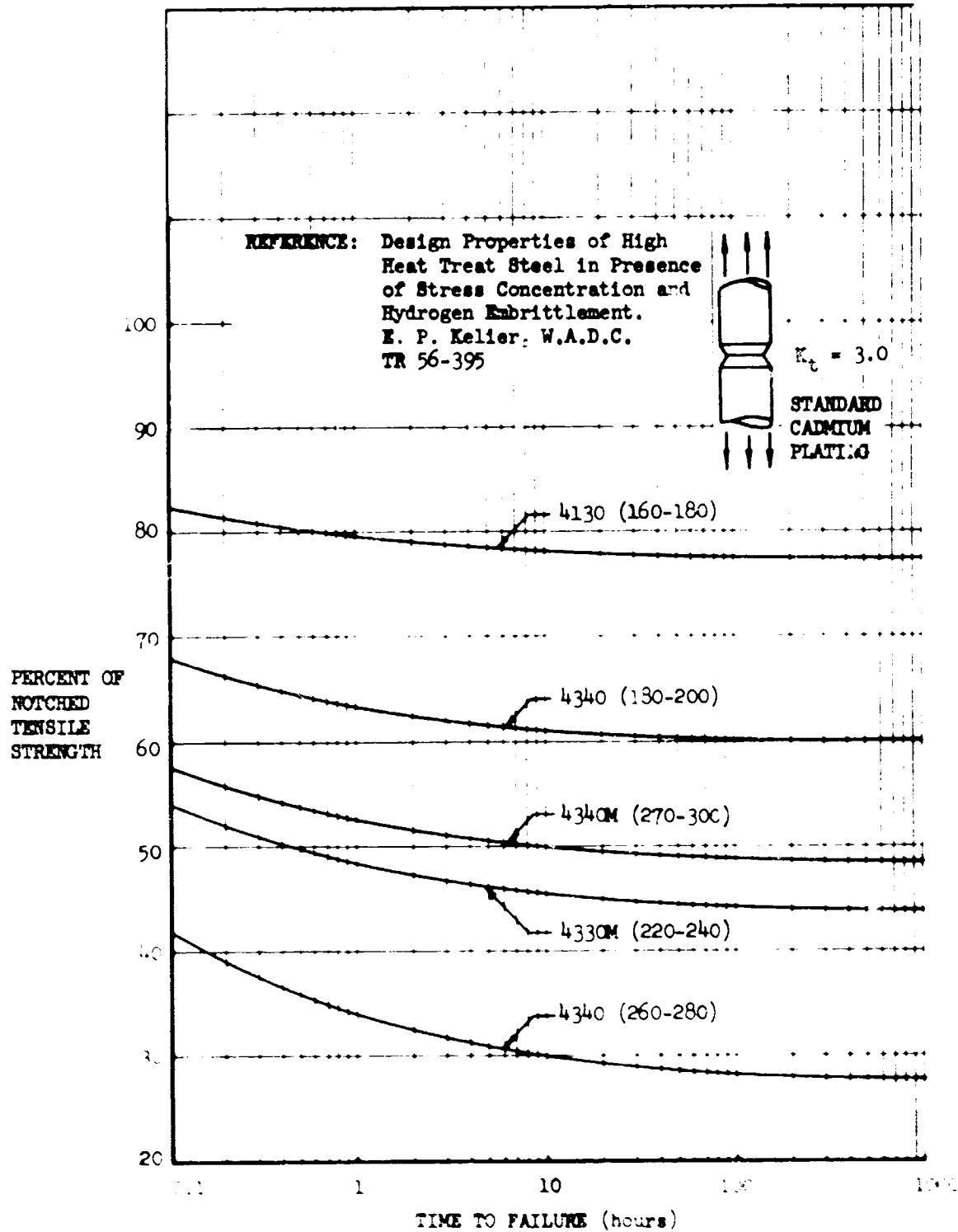


Figure 2-43. Hydrogen Embrittlement Susceptibility, Notched Tensile Strength

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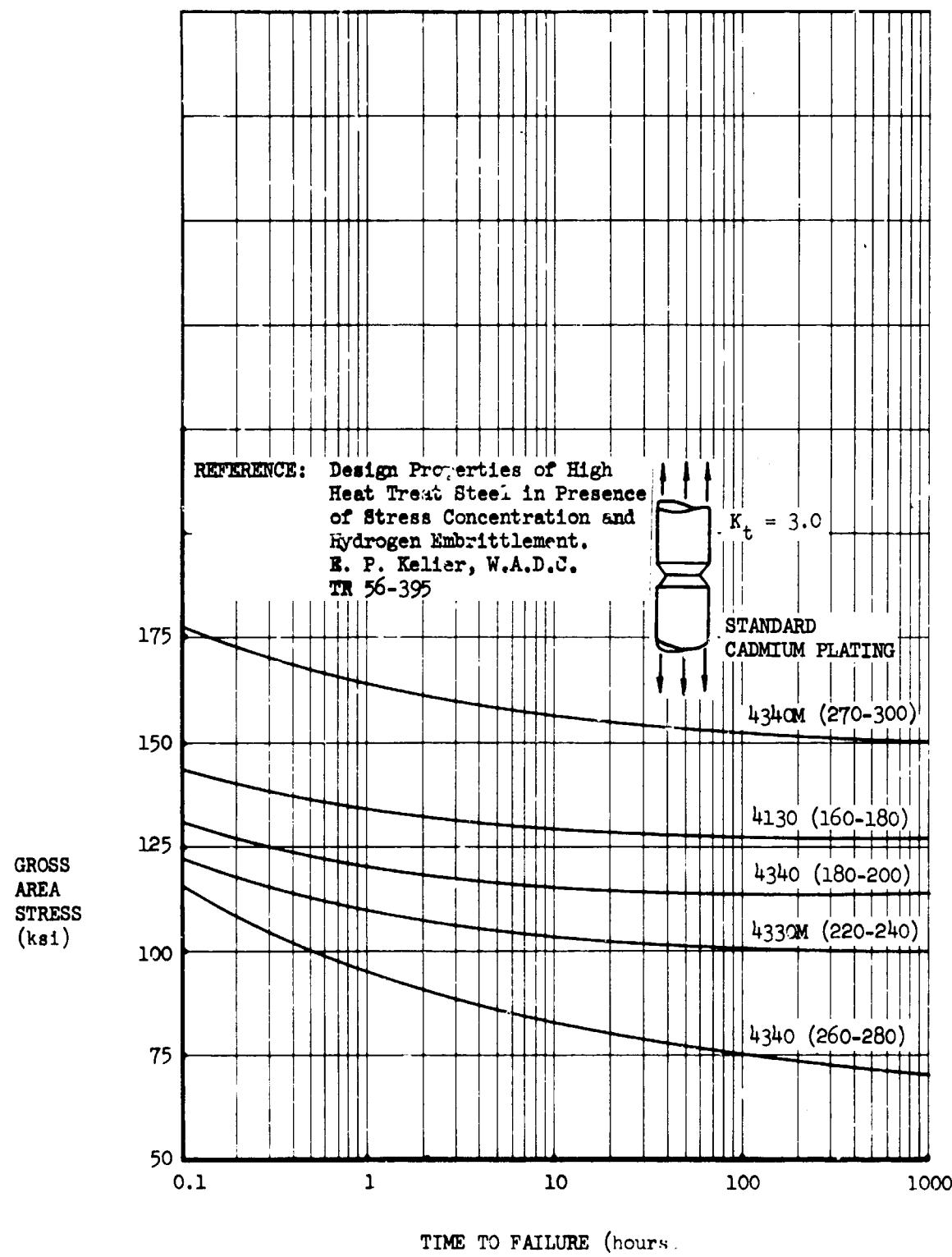


Figure 2-44. Hydrogen Embrittlement Susceptibility, Gross Area Stress

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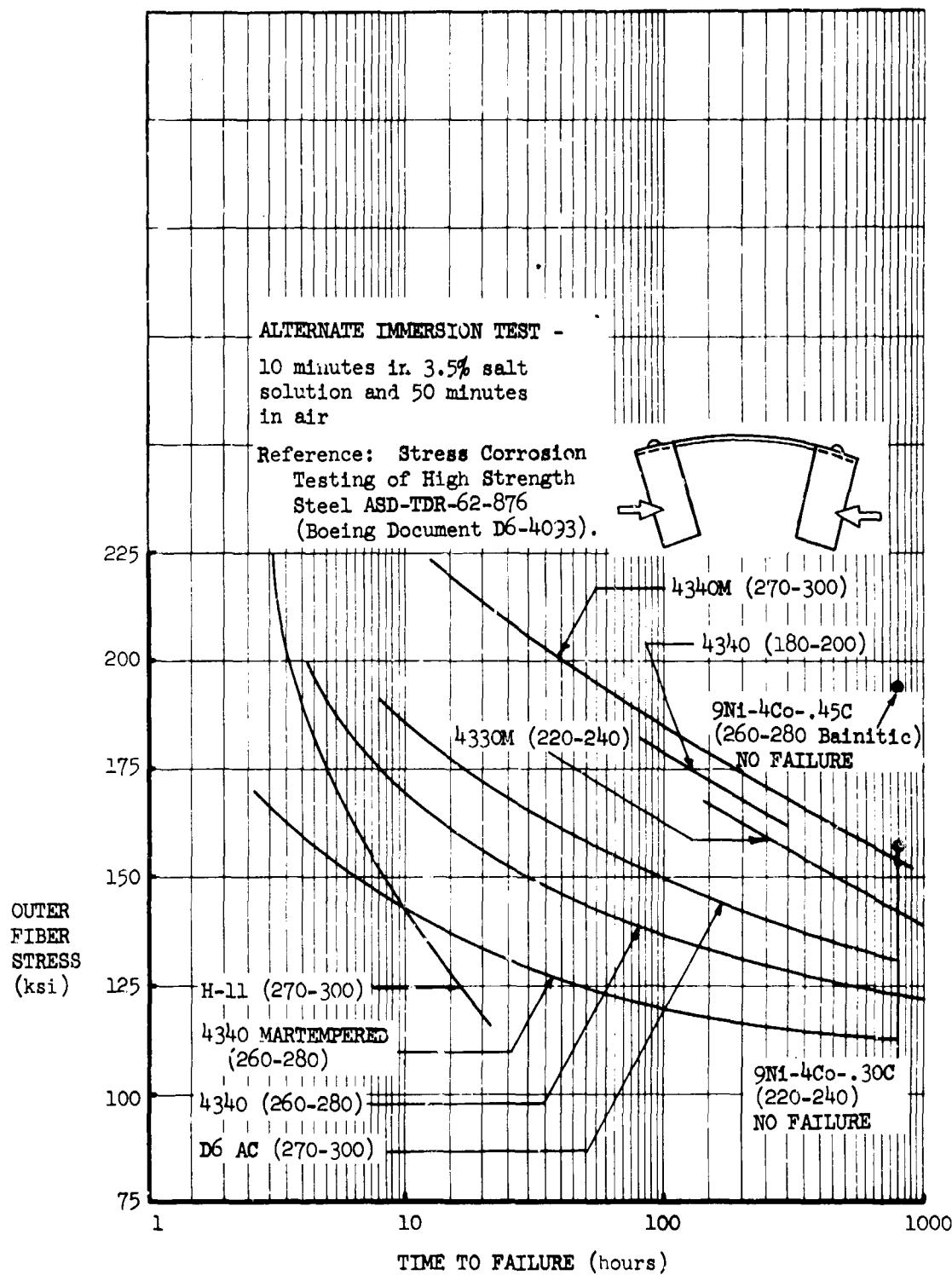


Figure 2-45. Stress Corrosion in 3.5 Percent NaCl Solution

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The selection of 4340M steel was based primarily on successful Boeing utilization of this alloy. This choice has been further substantiated in a high strength steel validation program sponsored by The FAA (see Boeing document D6A10093-1, Ref. 13). This program covers the investigation of 4340M, 9Ni-4Co-.45C, and Maraging 250 steels in the 260 to 300 ksi strength range and 4330M, H-11, and 9Ni-4Co-.30C steels in the 220 to 240 ksi strength range. Although this program showed Maraging 250 to have satisfactory strength-toughness properties, it is not considered a producible alloy at this time. The 9Ni-4Co-.45C steel has satisfactory fracture toughness, but its strength is not presently competitive with that of the 4340M steel.

Of the steels evaluated for the 220 to 240 ksi strength range, the 9Ni-4Co-.30C composition is clearly the best choice based on the fracture toughness comparison shown in Fig. 2-46, and

the resistance to environmental cracking as shown in Fig. 2-47. The 9Ni-4Co-.30C steel is a production alloy currently used for such applications as armor plate, forging dies, and bomb hooks. Over three million pounds of this alloy have been produced. The 4340M steel and 9Ni-4Co-.30C alloys are heat treated by conventional quench and temper processes. The mechanical properties of these two alloys are shown in Table 2-O and their fatigue properties are shown in Fig. 2-48.

## 2.2.2 Processing

### 2.2.2.1 Welding

Fusion welding of low alloy heat treatable steels is used where design and manufacturing advantages dictate its usage, and for cost effectiveness. Gas tungsten arc, gas metal arc, and coated electrode welding are accomplished in accordance with well established Boeing specifications.

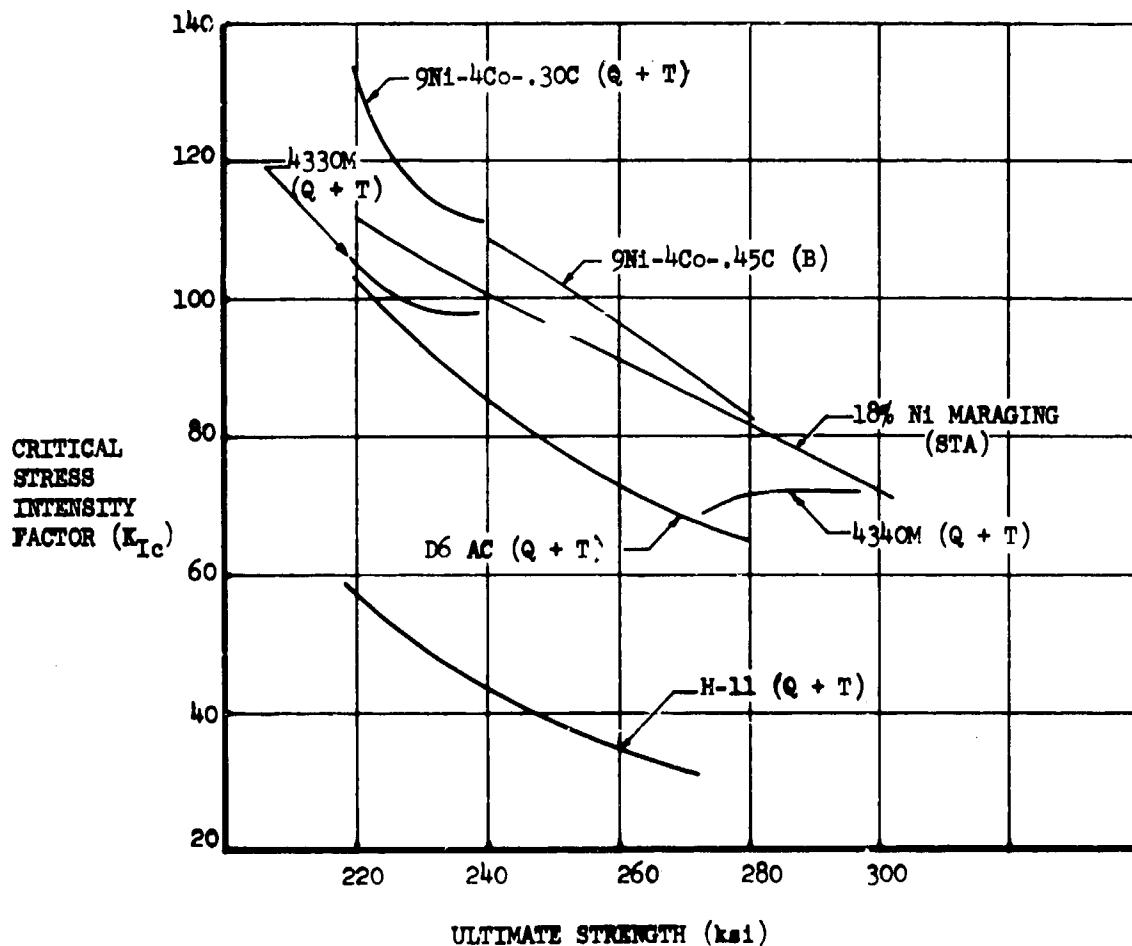


Figure 2-46. Fracture Toughness Comparison of Low Alloy Steels, in Air

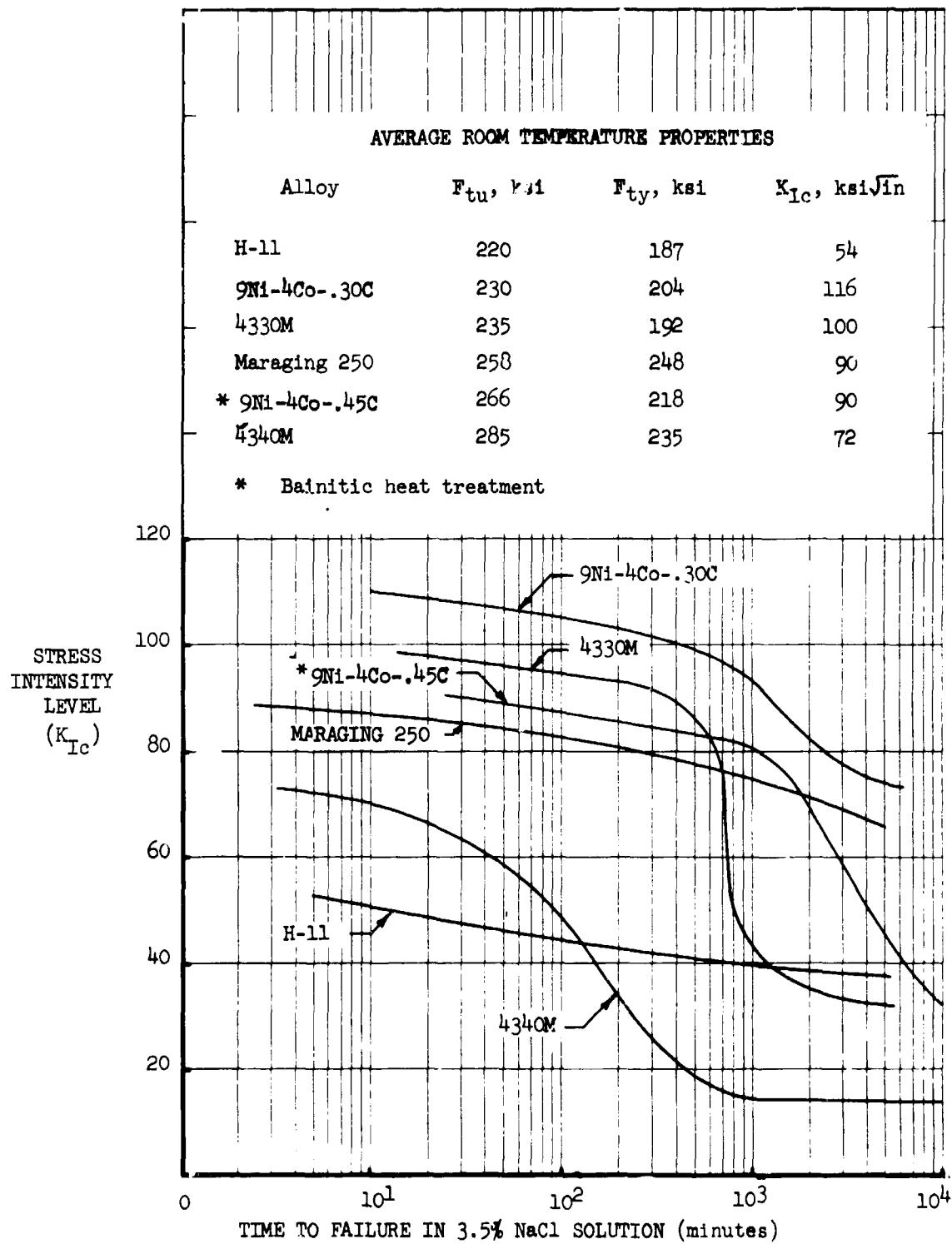


Figure 2-47. Sustained Loading Characteristics of Low Alloy Steels in 3.5 Percent NaCl Solution

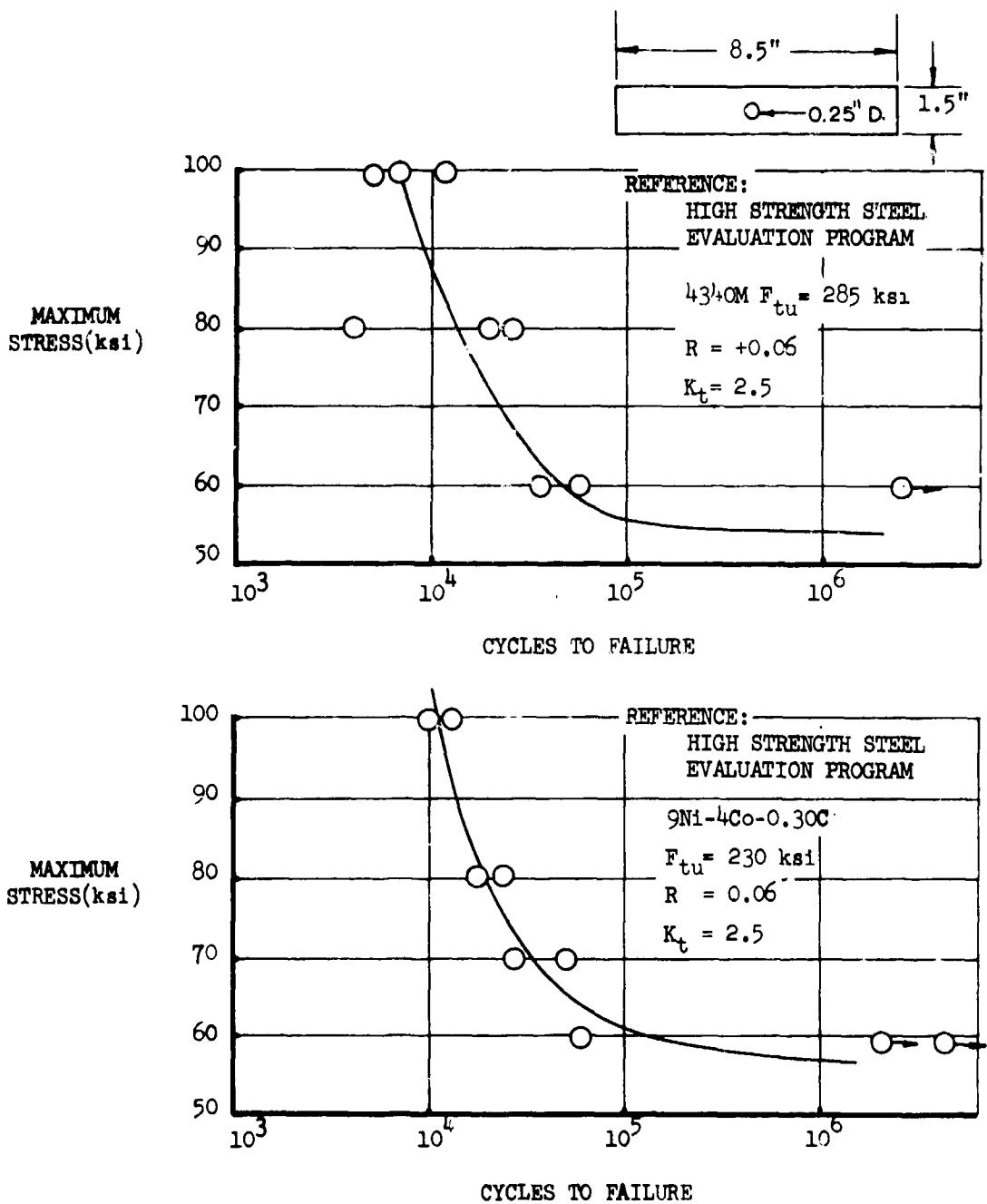


Figure 2-48. Fatigue Properties of 4340M and 9Ni-4Co-0.30C Steels

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**Table 2-O. Strength and Toughness Data for Low Alloy Steel Forgings**

| Property***                                       | Temp.<br>(°F) | Environment | 4340M* | 9Ni-4Co-.30C* |
|---|---------------|-------------|--------|---------------|
| $F_{tu}$ , (ksi)                                  | RT            | Air         | 270    | 220           |
|   | 300           | Air         | 270    | ---           |
|   | 450           | Air         | 266    | ---           |
| $F_{ty}$ , (ksi)                                  | RT            | Air         | 220    | 190           |
|   | 300           | Air         | 210    | ---           |
|   | 450           | Air         | 196    | ---           |
| $F_{cy}$ , (ksi)                                  | RT            | Air         | 223    | 190           |
| $F_{su}$ , (ksi)                                  | RT            | Air         | 160    | ---           |
| $F_{bu}$ , (ksi)                                  | RT            | Air         | 456    | ---           |
| RA, (%)   | RT            | Air         | 25     | 25            |
| $E \times 10^6$ psi)                              | RT            | Air         | 29     | 28            |
| $K_{Ic}$ , (ksi $\sqrt{\text{in}}$ )              | -65           | Air         | 50**   | 105**         |
|   | RT            | Air         | 72**   | 115**         |
| $K_{II}$ , (360 minutes), ksi $\sqrt{\text{in}}$  | RT            | 3.5% NaCl   | 23**   | 100**         |
| $K_{II}$ , (5000 minutes), ksi $\sqrt{\text{in}}$ | RT            | 3.5% NaCl   | 18**   | 88**          |

Two inch maximum section thickness

\* 4340M heat treated to 270-300 ksi, 9Ni-4Co-.30C heat treated to 220-240 ksi

\*\* Typical values

\*\*\* Properties are for two-in. maximum section thickness

All material was vacuum melted

Flash and pressure welding have been used extensively for joining low alloy, high strength steels on Boeing commercial and military airplanes. Service experience has been satisfactory. Applications on the B-2707 include such items as landing gear components, actuator assemblies, and control rods.

Preliminary test results have indicated that higher joint efficiencies are obtainable in fatigue when comparing flash welded vacuum-arc-remelt to air melt steel. The data is shown in Table 2-P. Additional testing will provide data for statistical design allowables as well as permit evaluation of the weldments for stress corrosion, hydrogen embrittlement, fracture toughness, and crack propagation characteristics.

#### 2.2.2.2 Shot Peening

Shot peening is used under the following conditions to control surface residual stresses in heat treated steel parts:

- a. As required to improve fatigue characteristics in parts heat treated to 180 to 200 ksi.

- b. On all parts heat treated above 220 ksi.

- c. Under chromium plating to eliminate tensile stresses.

- d. Under cadmium plating to improve resistance to stress corrosion.

#### 2.2.2.3 Machining

Proper selection of tools, speeds, and procedures are necessary to eliminate the occurrence of untempered martensite in high strength steels. These parameters have been determined and are controlled by company specification covering surface machining, drilling, reaming, honing, and grinding.

#### 2.2.2.4 forgings

Materials engineers work directly with the applicable design projects to ensure that all steel forgings are designed to have optimum structural integrity in the final machined part. This integrity is obtained by ensuring that the forging properties are compatible with the design requirements.

*Table 2-P. Properties of Flash Welded Steel*

|   | 4340M (Vacuum Arc Remelt) |            |                    | 4330M (Air Melt) |                  |                    |
|---|---------------------------|------------|--------------------|------------------|------------------|--------------------|
|   | Flashweld                 | Base Metal | Efficiency Percent | Flashweld (ksi)  | Base Metal (ksi) | Efficiency Percent |
| Ultimate tensile strength, ksi                    | 290                       | 291        | 100                | 229              | 230              | 99                 |
| Tensile yield, ksi                                | 239                       | 238        | 100                | 203              | 206              | 98                 |
| Elongation in 2 in.                               | 10                        | 11         | 91                 | 7                | 13               | 53                 |
| Reduction in area, percent                        | 39                        | 42         | 93                 | 21               | 58               | 36                 |
| Precracked charpy impact, in.-lb/in. <sup>2</sup> | 312                       | 353        | 88                 | 321              | 305              | 63                 |
| Rotating beam fatigue, cycles                     | 75,333*                   | 78,222*    | 96                 | 33,500**         | 67,000**         | 50                 |

\*Maximum Stress 150 ksi, Stress Ratio -1

\*\*Maximum Stress 120 ksi

4340M — Heat treated to 270-300 ksi

4330M — Heat treated to 220-240 ksi

One forging from the first production heat is metallurgically examined. Details of this procedure are as specified in Par. 2.1.2.6.

Die forgings provide good structural integrity because of the favorable grain flow that is provided in parts with transitions in section size and shape. They are generally used in preference to hog-outs from plate, bar, or extrusions. In cases where flashless closed die forgings are impractical, closed die forgings are designed with particular attention to parting line location so that loads are minimal across the parting line. Proper forging design coupled with manufacturing techniques such as sequenced machining and heat treating are used to reduce residual stress to acceptable levels.

## 2.3 CORROSION AND HEAT RESISTANT ALLOYS

### 2.3.1 Alloys

The corrosion and heat resistant alloys listed in Table 2-Q are used when required by operational environment. These materials are being successfully used on current Boeing commercial airplanes for such applications as pneumatic ducting and engine hardware where elevated temperature strength, oxidation resistance, and excellent thermal stability are required.

Properties of the austenitic stainless steels are well established and are published in industry and military standard handbooks. The primary super alloy selected for use is Inconel 718. Figure 2-49 (Ref. 14) shows the elevated temperature static strength and toughness properties of Inconel 718, and Fig. 2-50, (Ref. 15) and 2-51 show the fatigue and creep rupture properties, respectively.

*Table 2-Q. Material Selection, Corrosion and Heat Resistant Alloys*

| Selected Alloy and Condition |  | Form                                    | Application                        | Selection Criteria  | Availability   |
|------------------------------|--|---|------------------------------------|---|----------------|
| Stainless Steels             | 17-4PH<br>PH 15-7Mo  | Plate,<br>Bar,<br>Forgings,<br>Castings | Fittings<br>and engine<br>hardware | High strength<br>Wear resistance<br>Corr. resistance                          | No limitations |
|                              | AISI Type 321 or 347   | Sheet and<br>Tubing                     | Ducting                            | Excellent<br>formability<br>Corrosion<br>resistance<br>Excellent<br>toughness | No limitations |
| Super Alloys                 | A286   | Bar and<br>Forgings                     | Fasteners                          | High strength<br>Corrosion<br>resistance<br>Forgeable                         | No limitations |
|                              | Inconel 718<br>Inconel X<br>Hastelloy X<br>Hastelloy B<br>Rene' 41 | Plate,<br>Bar,<br>Sheet and<br>Forgings | High tem-<br>perature<br>fittings  | High strength<br>at temp.<br>Corr. resistance<br>Oxidation<br>resistance      | No limitations |

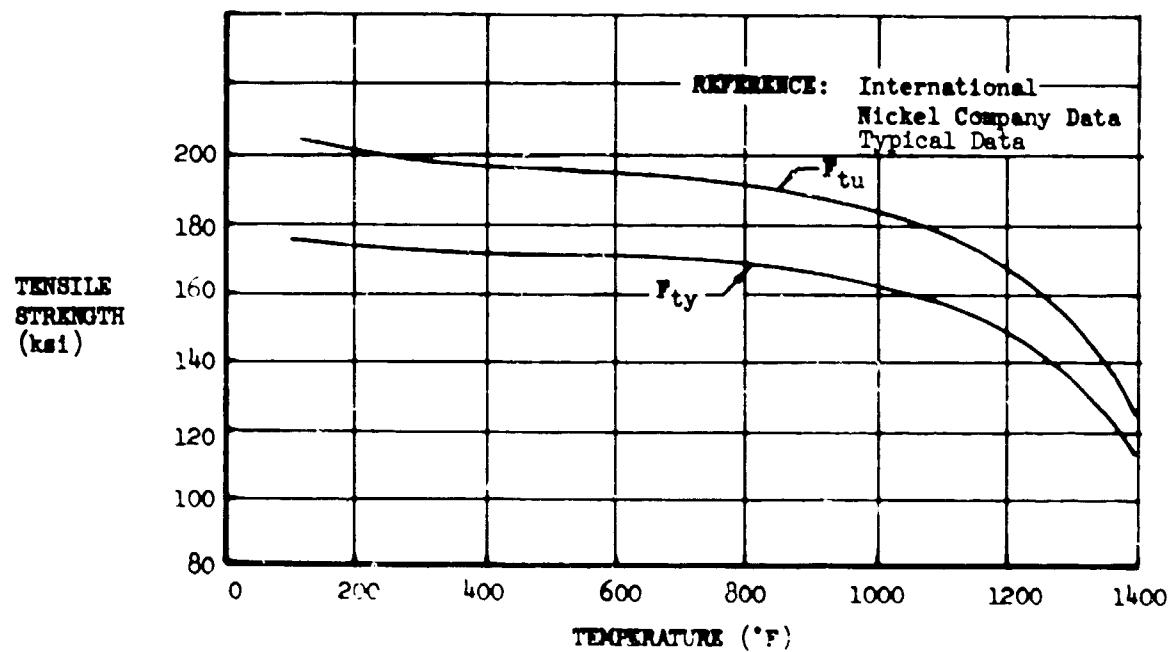
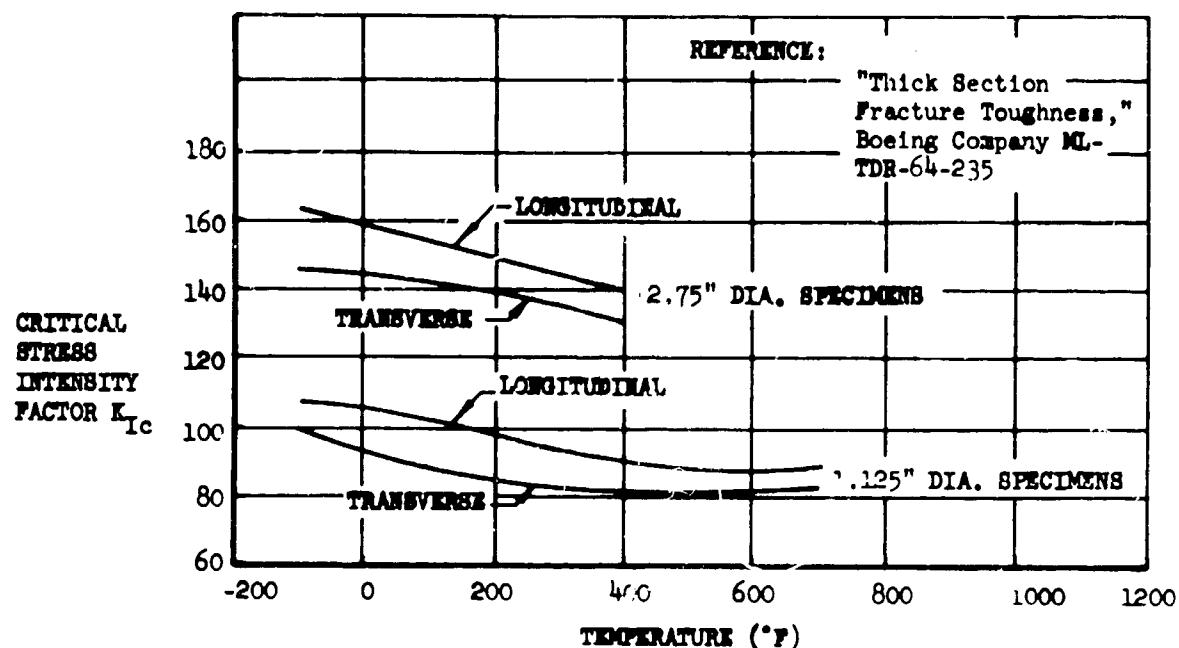


Figure 2-49 Strength and Toughness of Inconel 718

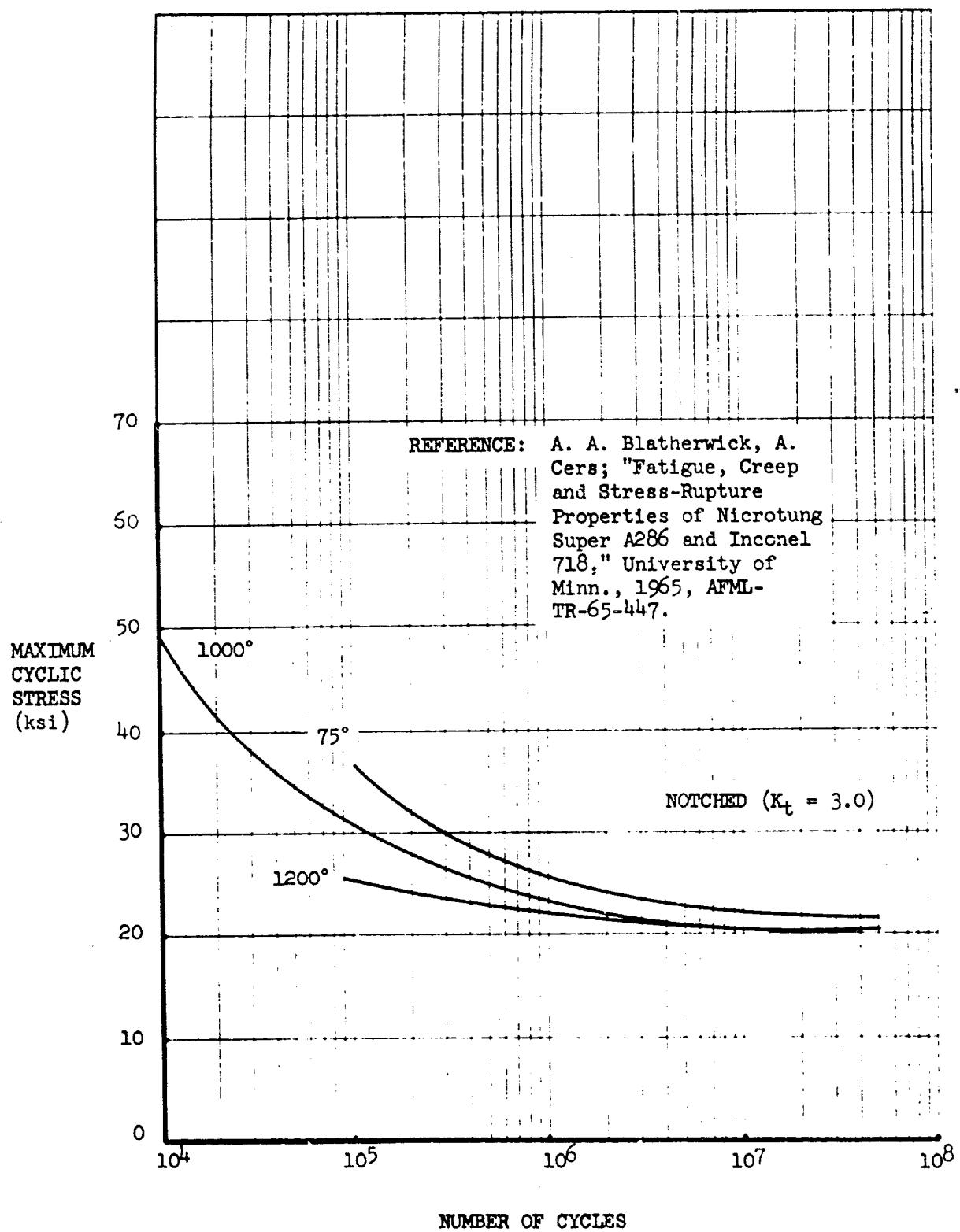


Figure 2-50. Fatigue Behavior of Inconel 718

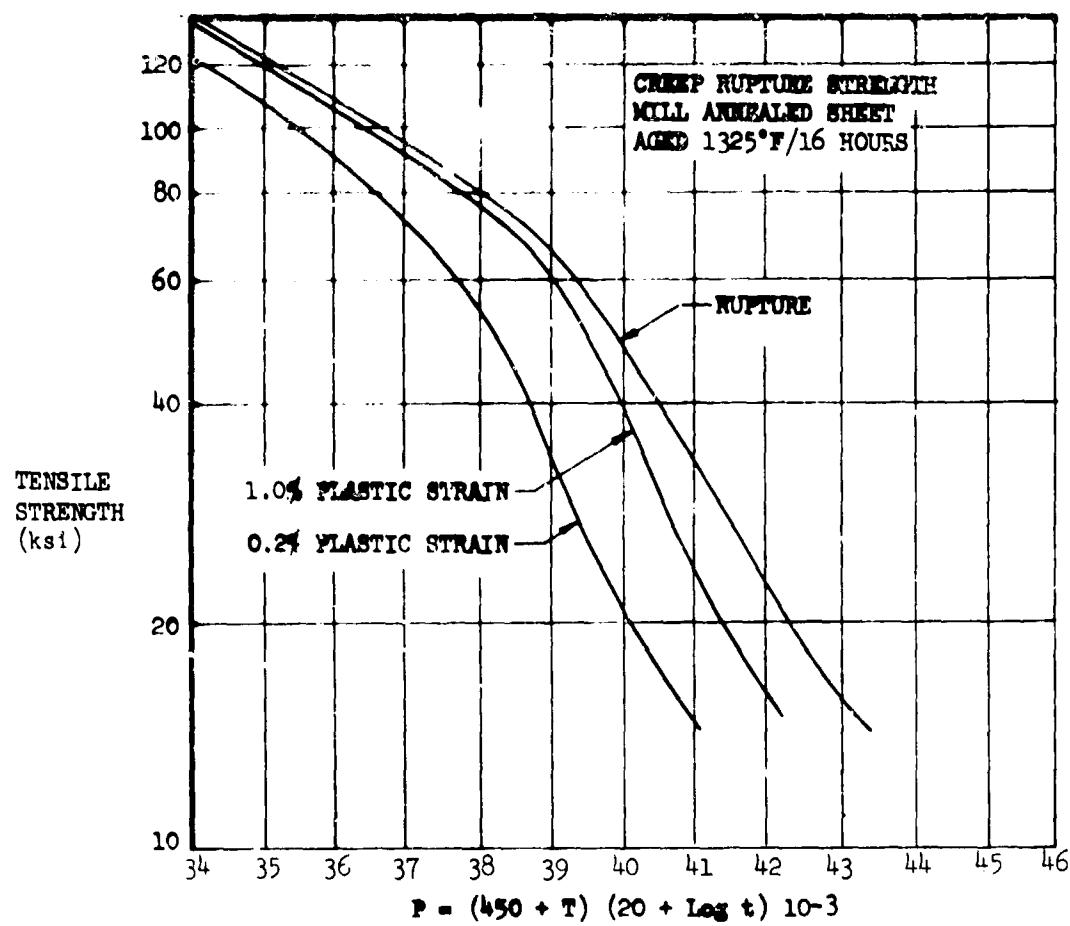
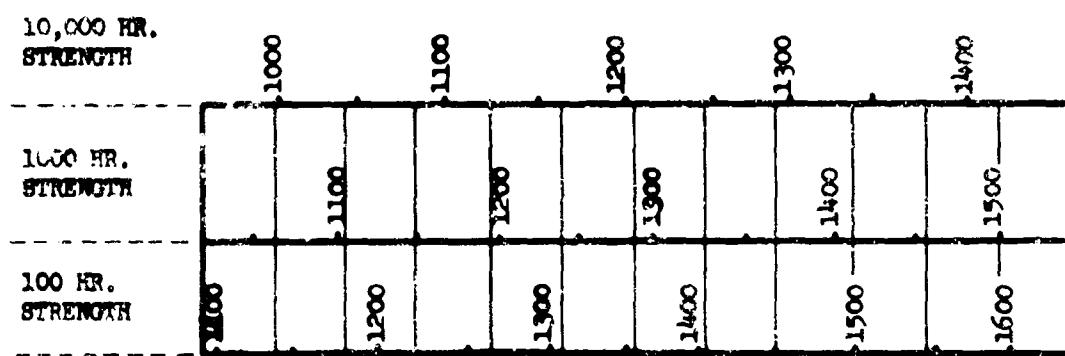


Figure 2-51. Creep-Rupture Strength of Inconel 718

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### 2.3.2 Processing

#### 2.3.2.1 Heat Treatment

Thermal treatments for corrosion and heat resistant alloys are conventional and are controlled by company or military specifications.

#### 2.3.2.2 Welding and Brazing

a. Fusion welding of stainless steel alloys is used as required for conventional applications. Company specifications limit such welding to the stabilized and extra low carbon grades of 300 series alloys unless the welding is followed by suitable annealing heat treatment. Boeing specifications also control the welding of higher strength stainless alloys and super alloys such as PH 15-7Mo, 17-4 PH, and Hastelloy X and Hastelloy B. Weldments of these alloys in engine and thrust reverser applications have performed satisfactorily. The development and evaluation of welds in Inconel 718 as reported in TDR No. ML-TDR-64-237 (Ref. 8) confirms the good weldability of this alloy.

b. Resistance spot and seam welding, projection welding, and flash welding are used in conventional applications.

c. Brazing of these alloys is accomplished by torch, induction, or furnace methods, as applicable, and in accordance with Boeing specifications.

### 2.4 ALUMINUM

#### 2.4.1 Alloys

Aluminum alloys are used for applications in areas where temperatures do not exceed 200°F. Alloy 7075 in the -T73 condition is used for most aluminum forgings. The 2000-series alloys exhibit excellent fatigue resistance and fracture toughness properties and are used for tension-loaded structure. The 6000-series alloys are selected for ductwork, because of their good weldability, corrosion resistance, and fatigue characteristics. Thermal treatments, stability, and properties are well documented in industry and military specifications and handbooks.

#### 2.4.2 Processing

Processing of aluminum alloys will be controlled by existing specifications. Since the aluminum alloys to be used are those with which Boeing has had extensive experience, no new fabrication innovations are required.

### 2.5 CONTROL OF RESIDUAL STRESSES

It is recognized that service life of structural components can be influenced by residual stresses induced during fabrication such as welding and room temperature forming.

Residual stresses are controlled during fabrication to ensure a level below the maximum acceptable sustained stress. The effectiveness of residual stress control methods for welded and formed titanium is illustrated in Fig. 2-52.

The Boeing Company has developed the compliance technique for residual stress measurement to determine the effectiveness of stress control methods. This method permits measurements of residual stress distribution through the thickness of the part being examined. It is not limited to average values or surface values as are other commonly employed techniques. A complete discussion of the technique is presented in Boeing document D6-16266 (Ref. 16).

#### 2.5.1 Stress Prevention

Mechanical prestress has been shown to be a highly effective means of preventing weld-induced residual stress. Although the limitations imposed by the process preclude extensive application, it will be used wherever practicable. The process is accomplished by applying a load so that the two parts to be joined are strained elastically along the weld line. This strain is maintained during the welding process and released after the weld has solidified and cooled. Figure 2-53 shows the effectiveness of the process as reflected by the change in flatness for different amounts of prestrain. For large parts it is not required to load the panel over a width greater than the length of the weld.

Preheating does not generally lower the residual stresses to an acceptable level. It is not a substitute for the more effective methods but will be used as necessary to prevent in-process cracking.

#### 2.5.2 Stress Relief

Relief of residual stresses can be accomplished in several ways. The selection of the appropriate method will be based on the configuration, material, and application of the component.

The conventional methods of stress relief are by heating the entire part in a furnace or locally heating the region to be stress relieved. Figure 2-54 shows the maximum residual stress remaining after various time-temperature com-

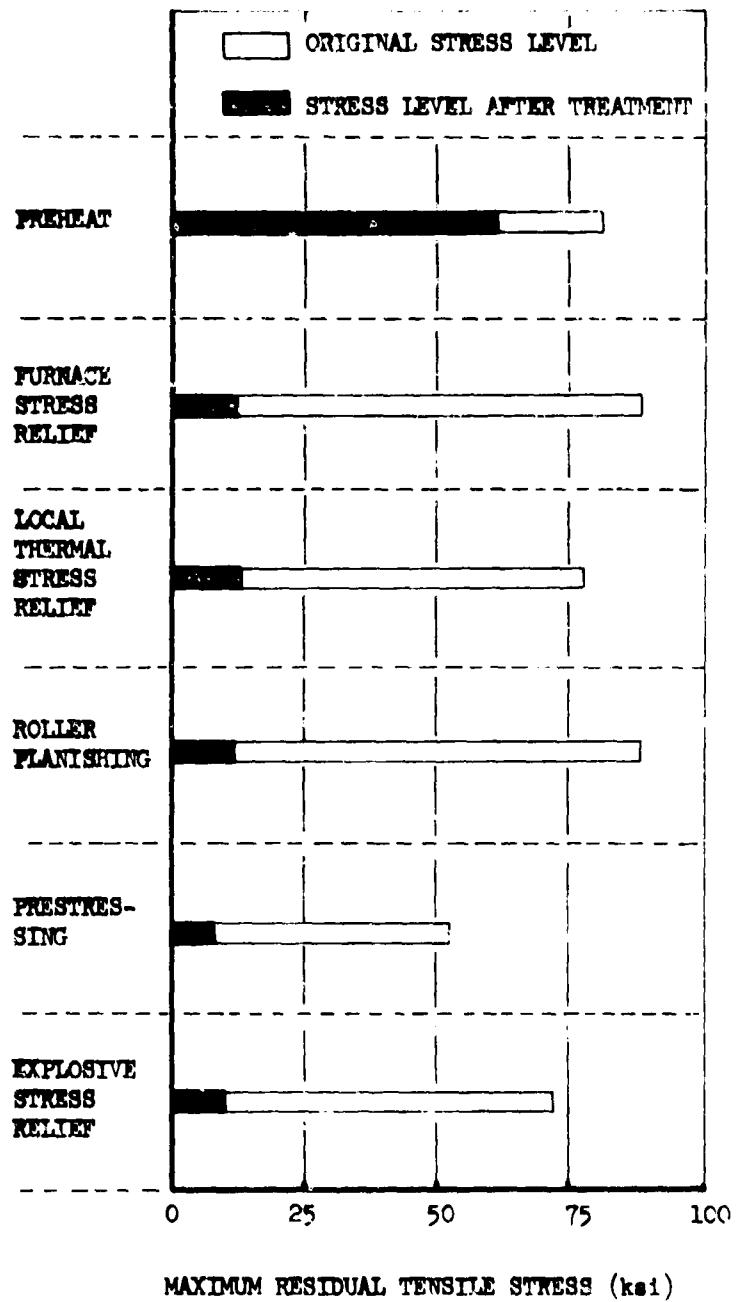


Figure 2-52. Typical Results of Stress Control Measures on Various Alloys and Specimen Configurations

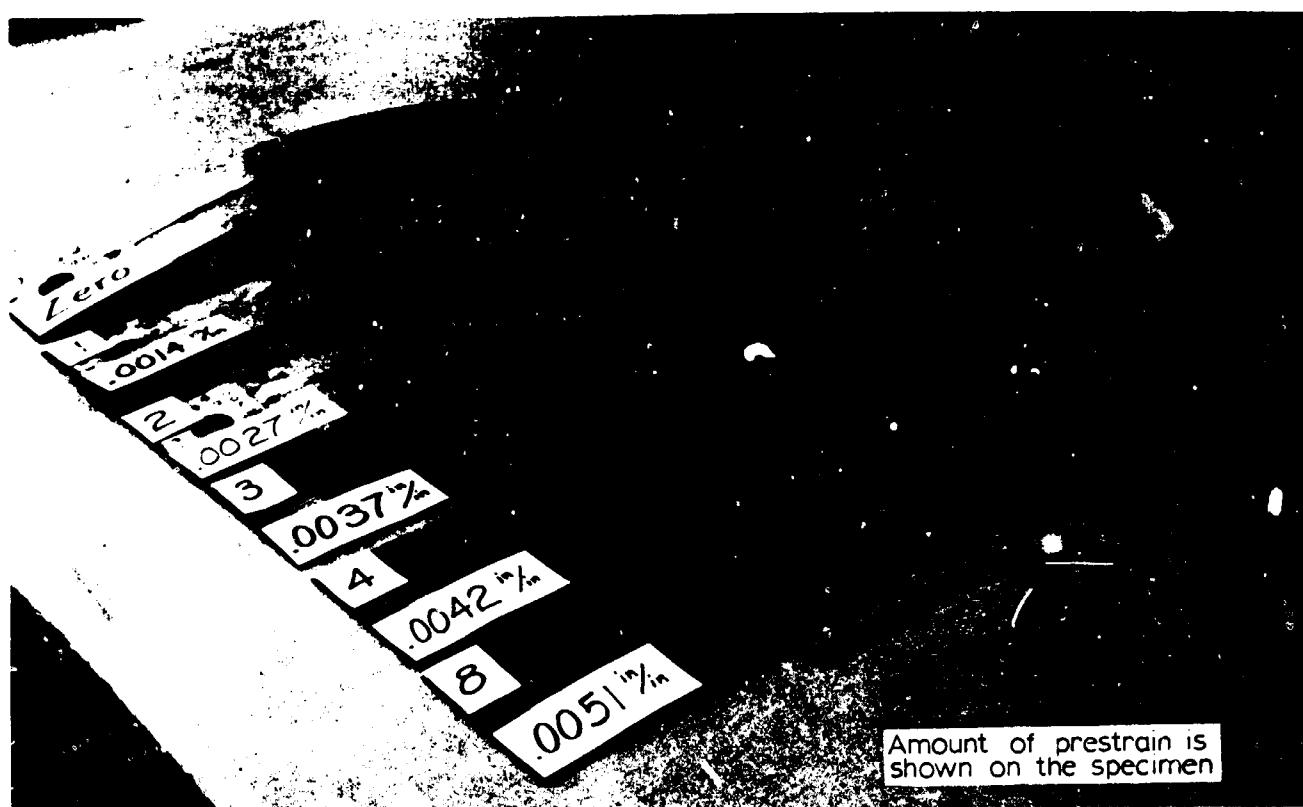


Figure 2-53. Effects of Mechanical Prestrain Variations on Weld Shrinkage Distortion

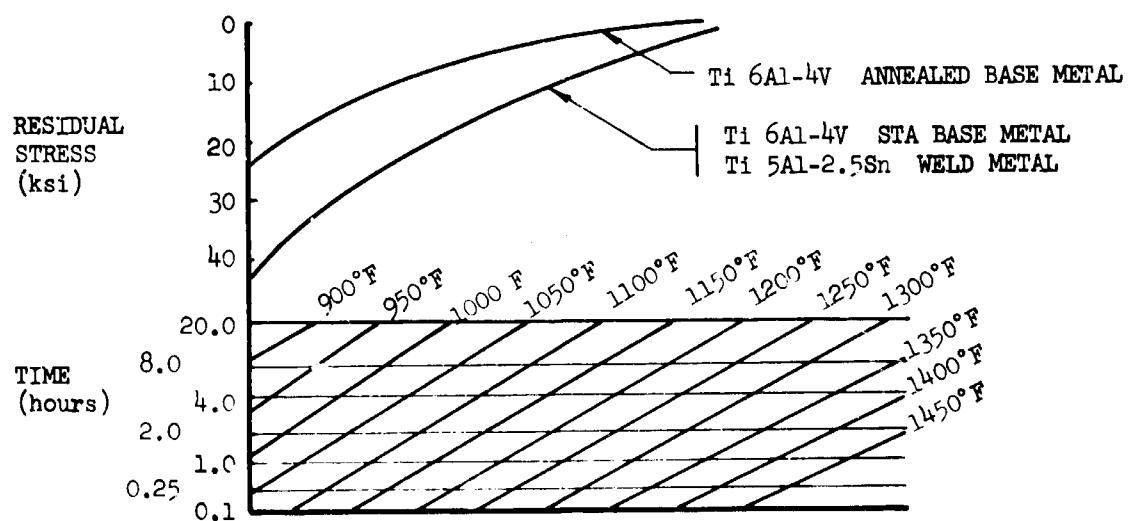


Figure 2-54. Time Temperature Parameters for Stress Relief

binations for furnace stress relief. The curves are also valid for local thermal stress relief when care is taken to minimize stresses created by temperature gradients adjacent to the locally heated zone.

Relief of residual welding stresses can be effected in flat sections by roller planishing either at room temperature or at elevated temperature using local heating. Roller pressure sufficient to elongate the rolled area about two percent is employed. This reduction must take

place over the entire region of high stress. If the planished width is too narrow, the stress distribution shown in Fig. 2-55 is obtained. This is quite similar to the original distribution except for stresses in the planished zone. Roller planishing presents distortion problems when used on thin gage metals because the residual compressive stress introduced by it may result in local buckling. In sections thicker than about 0.125 inch this problem does not exist. No noticeable effect on tensile and ultimate strength has been observed.

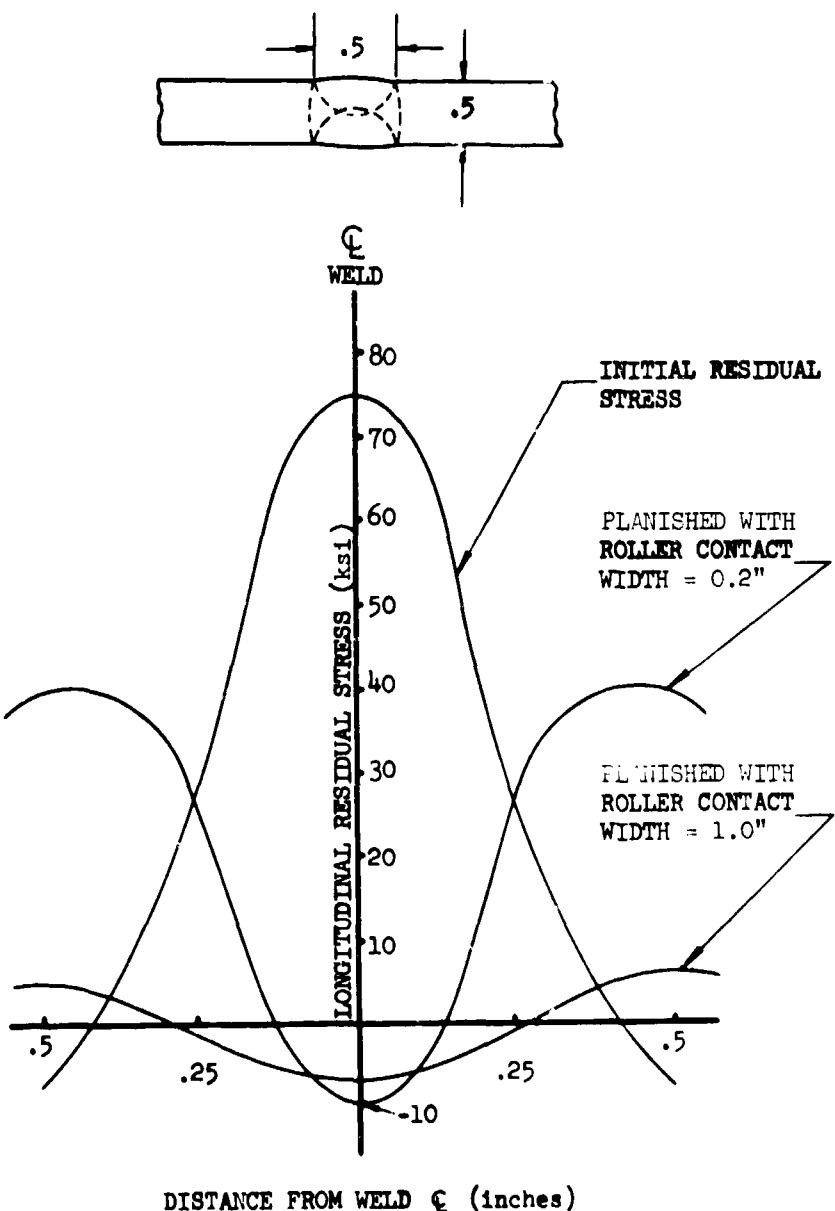


Figure 2-55. Residual Stress Distribution after Hot Planishing

Preliminary results of a program to investigate explosive stress relieving indicate it is an effective method with potential time and cost reduction. It has been used on both welded and formed sections and is accomplished by a very high, short duration, pressure pulse caused by

detonation of explosives. Figure 2-56 shows the average residual stress in the weld zone in 0.250 inch thickness Ti 6Al-4V after explosive stress relief using various dynamic pressures. The process has no effect on strength and ductility.

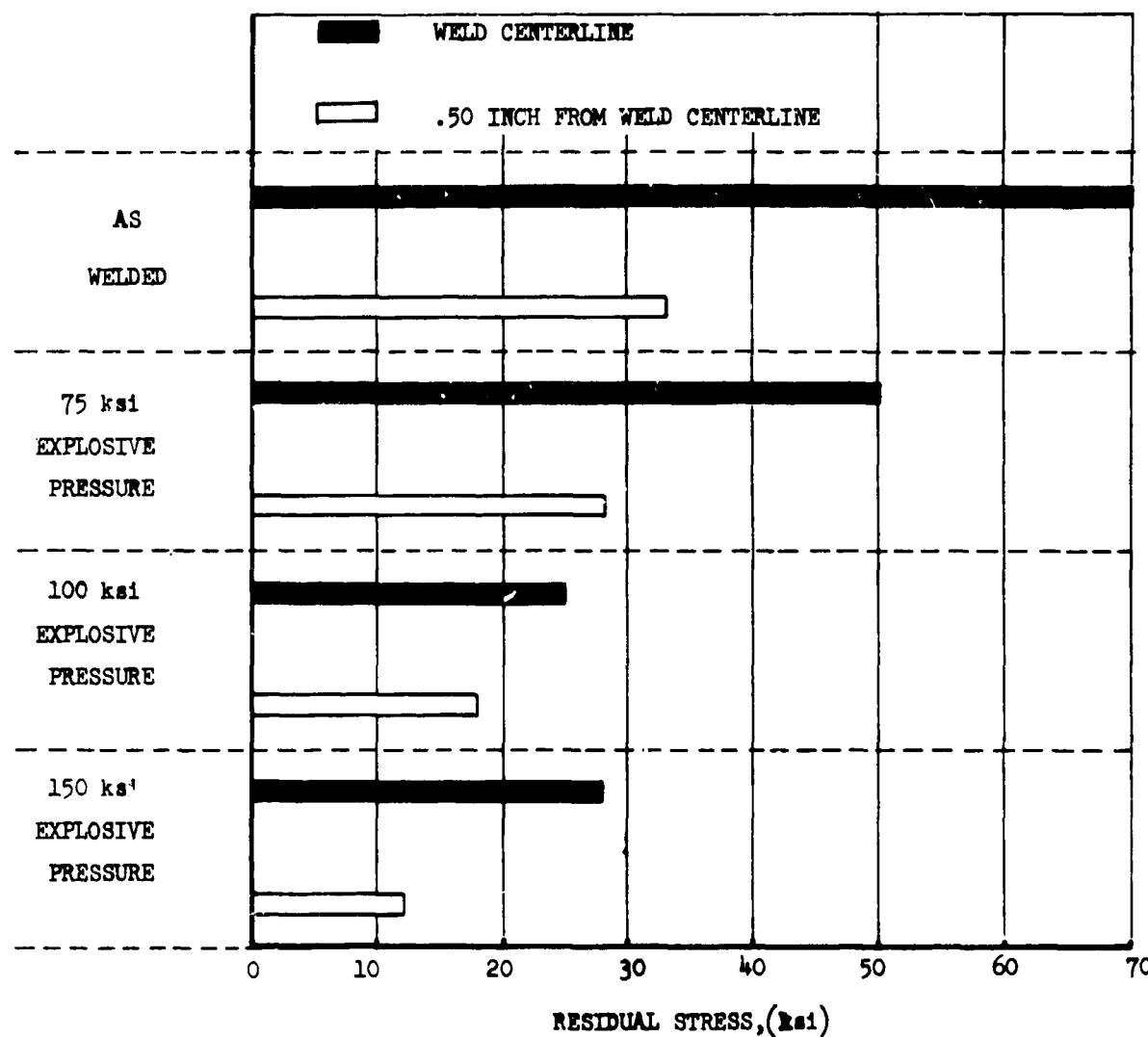


Figure 2-56. Explosive Stress Relief Data

### 3.0 NONMETALS

Nonmetallic materials are used for a variety of applications on the interior and exterior of the B-2707. These applications include structural components such as adhesively bonded panels, windshields, and radomes and nonstructural components such as ducts, insulation, seals, sealants, coatings, ceramics, lubricants, hydraulic fluids, interior furnishings, and supporting hardware.

Materials are selected on the basis of the requirements of the specific application, weight, availability, maintainability, producibility, service life, cost and compatibility with other materials.

#### 3.1 ADHESIVE BONDING

Structural adhesive bonding capitalizes on the elevated temperature strength and inherent thermal stability of polyimide resin adhesives. Structural bonds, with bonded shear strengths of 3500 psi, are readily obtained on the titanium alloys used for construction of the B-2707. Resistance to thermal degradation is achieved by incorporating fillers and anti-oxidants in the adhesive and by proper surface treatment of the titanium adherents. Bonds with shear strengths exceeding 2,000 psi after 15,000 hr of continuous exposure at 500°F are achieved.

The above structural capabilities of polyimide adhesives ensures bonded structure having sufficient integrity to withstand the temperature environment imposed by the flight regime of the B-2707.

Polyimide adhesive bonded designs offer the following advantages:

- a. Fatigue life of joints is increased when bonding is used in conjunction with mechanical fasteners.
- b. Bonding enables use of light weight structure in areas of high energy sonic environment.
- c. A weight saving is realized by reduction of size and number of mechanical fasteners.

d. Bonding performs a dual function of joining and sealing.

e. Adhesive bonded structure is less costly than brazed structure.

f. Bonding isolates dissimilar metals, thus preventing galvanic corrosion.

**3.1.1 High Temperature Structural Bonding**  
Metal-to-metal bonding of titanium structure for elevated temperature usage will be accomplished with commercially available polyimide resin adhesive systems.

The selected polyimide adhesive system, chosen primarily on the basis of its strength retention after thermal aging, was compared with polybenzimidazoles, modified epoxies, and other polyimide adhesives prior to its final selection. Results of the comparative heat aging tests utilizing phosphate fluoride pretreatment are shown in Fig. 3-1 and 3-2. The superior strength retention of the polyimide adhesives is readily apparent.

Design criteria for bonded titanium structure are comparable to those used on current commercial airplanes since titanium lap shear values exceeded 1,800 psi after 12,000 hours of aging at 400 to 500°F. The development of suitable metal-to-metal bonding included evaluations of metal cleaning and surface treating processes. The process selected using Pasa Jell 107 precludes degradation of the bond by reaction products of the adhesive during cure, and from thermal and hydrolytic effects during the life of the product. Figure 3-3 and Table 3-A show the effects of the selected cleaning and surface treating procedures on bond strengths after environmental exposure. The Pasa Jell 107 pretreatment provides superior thermal and hydrolytic degradation protection and will be employed as the surface preparation.

The procedure used for joining metal-to-metal structural components is a Boeing-developed, low-pressure, two-phase, bonding process. The initial or bonding phase utilizes hot air circulating pressure vessels wherein an accurately sequenced

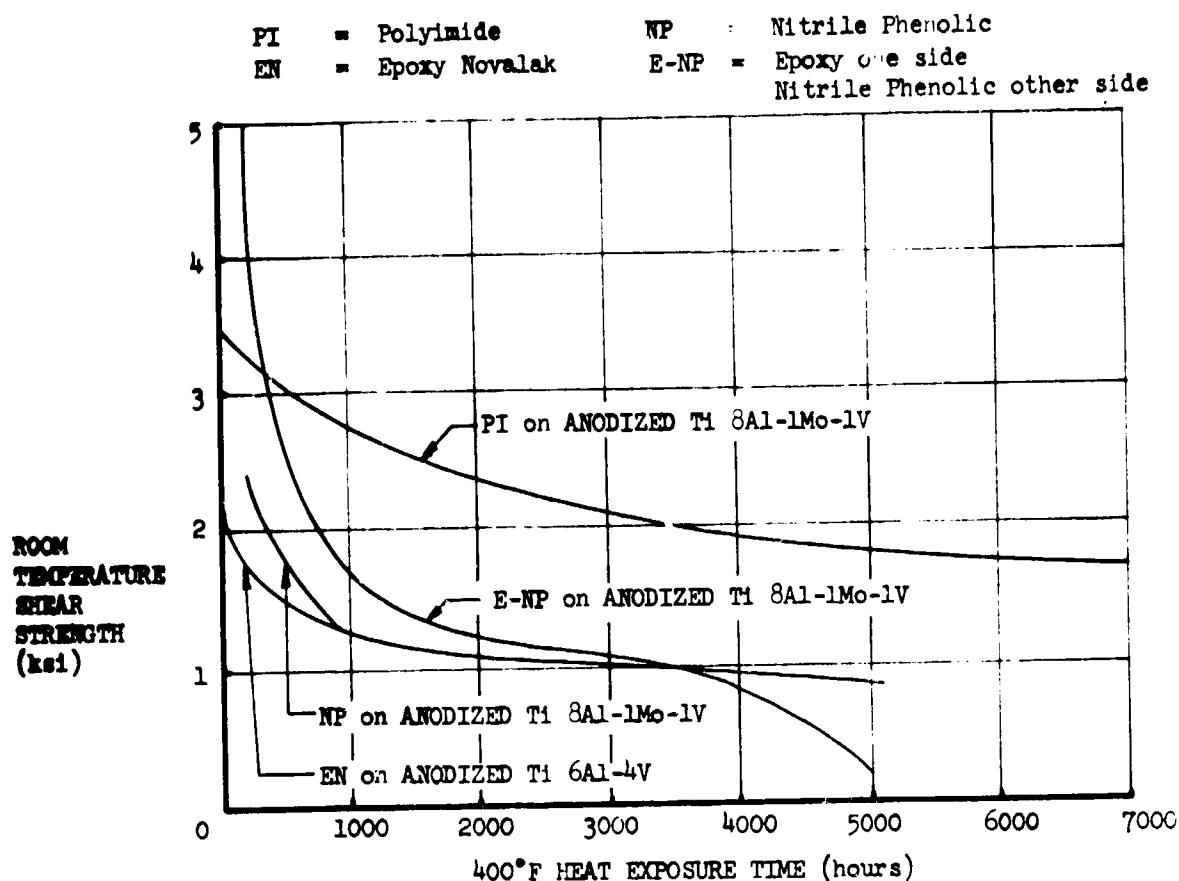


Figure 3-1. Adhesive Heat Aging, Comparative Data, 400°F

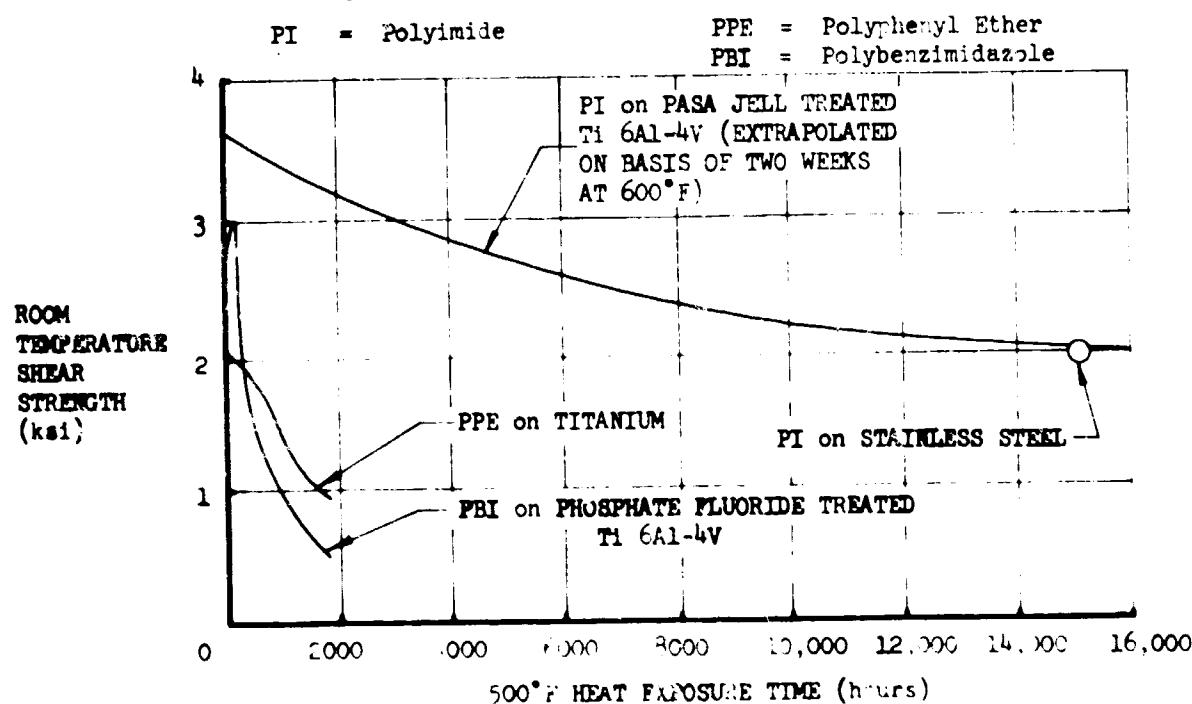


Figure 3-2. Adhesive Heat Aging, Comparative Data, 500°F

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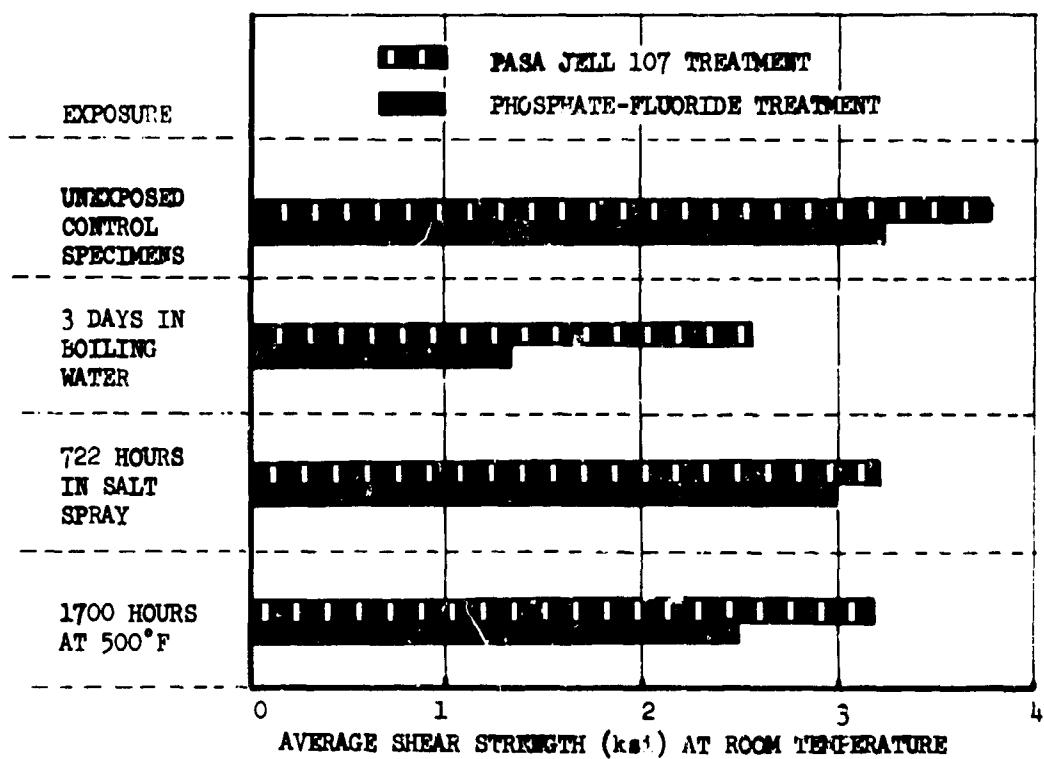


Figure 3-3. Effects of Environment and Surface Treatments on Lap Bonded Specimens

Table 3-A. Lap Shear Strength of Titanium Alloy Adhesive Bonds After Various Exposure Conditions

| Surface Treatment   | Remaining Bond Strength (Percent Original) |                                 |                               |
|---|--|---------------------------------|-------------------------------|
|   | After 186 hours at 600°F in Nitrogen       | After 186 hours at 600°F in Air | After 3 days in Boiling Water |
| Pasa Jell 107<br>(Dichromate Chemical Conversion Coating) | 105 (c)                                    | 88 (c)                          | 59 (b)                        |
| Alkaline Anodizing Process                                | 94 (c)                                     | 76 (c)                          | 52 (b)                        |
| Phosphate-Fluoride Chemical Conversion Coating            | 55 (b)                                     | 33 (a)                          | 34 (a)                        |
| Cleaned by Chemical Etching in Nitric-Hydrofluoric Acid   | 27 (a)                                     | 24 (a)                          | 23 (a)                        |

- (a) Adhesive failure
- (b) Partially adhesive failure
- (c) Cohesive failure within the adhesive

application of heat and pressure produces an intermediate cure condition in the polyimide resin. A subsequent post curing phase using air heated ovens, chemically stabilizes the polyimide resin and imparts optimum strength to the adhesive.

The above two phase cure process results in the most economical use of pressurized and unpressurized heating equipment and allows maximum flexibility in manufacturing. In addition, two phase curing allows maximum integration of the metal-to-metal bonding process with such allied bonding operations as polyimide laminate fabrication, polyimide structural sandwich composite bonding, and high temperature polyimide foam processing. As a result outstanding success has been achieved in production of polyimide bonding structures.

Inspection procedures to ensure quality metal-to-metal bonding do not differ significantly from existing procedures employed on current commercial airplane.

Quality assurance provisions as delineated in Boeing specifications include the following:

- a. Control of adhesive procurement, storage, and use.
- b. In process inspection.
- c. Processing of test articles simultaneously with production hardware.
- d. Nondestructive testing.

Figures 3-4 and 3-5 show, respectively, the costs and weights of various bonded aluminum structures found by previous experience to be sonic fatigue resistant. Cost of similar titanium structure is higher due to raw material costs.

### 3.1.2 General Adhesive Bonding

General bonding will be accomplished using a variety of adhesives which have been used successfully for 15 years for bonding metals, plastics and other materials such as fabrics, felt, cork, wood, rubber, and glass. Adhesive systems are selected for use on the basis of environmental resistance, strength, and processing characteristics. Typical adhesive systems are:

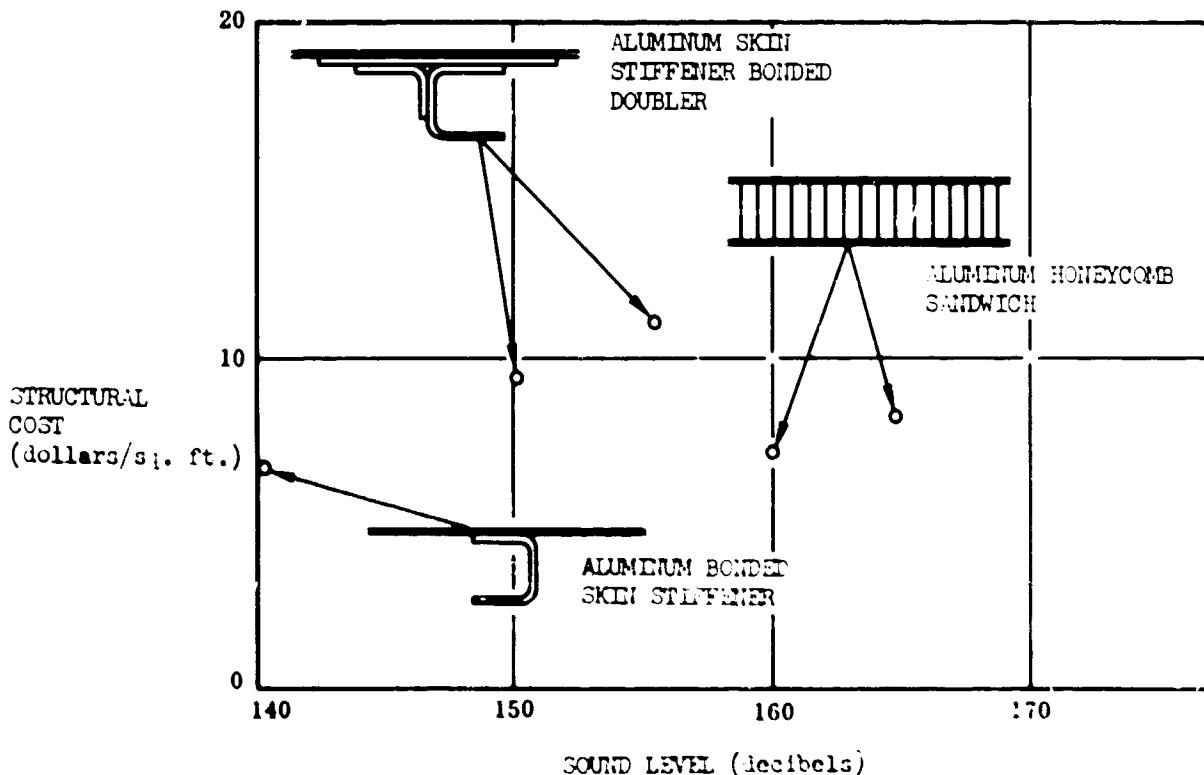


Figure 3-4. Cost of Typical Structure for Use in Sonic Environments

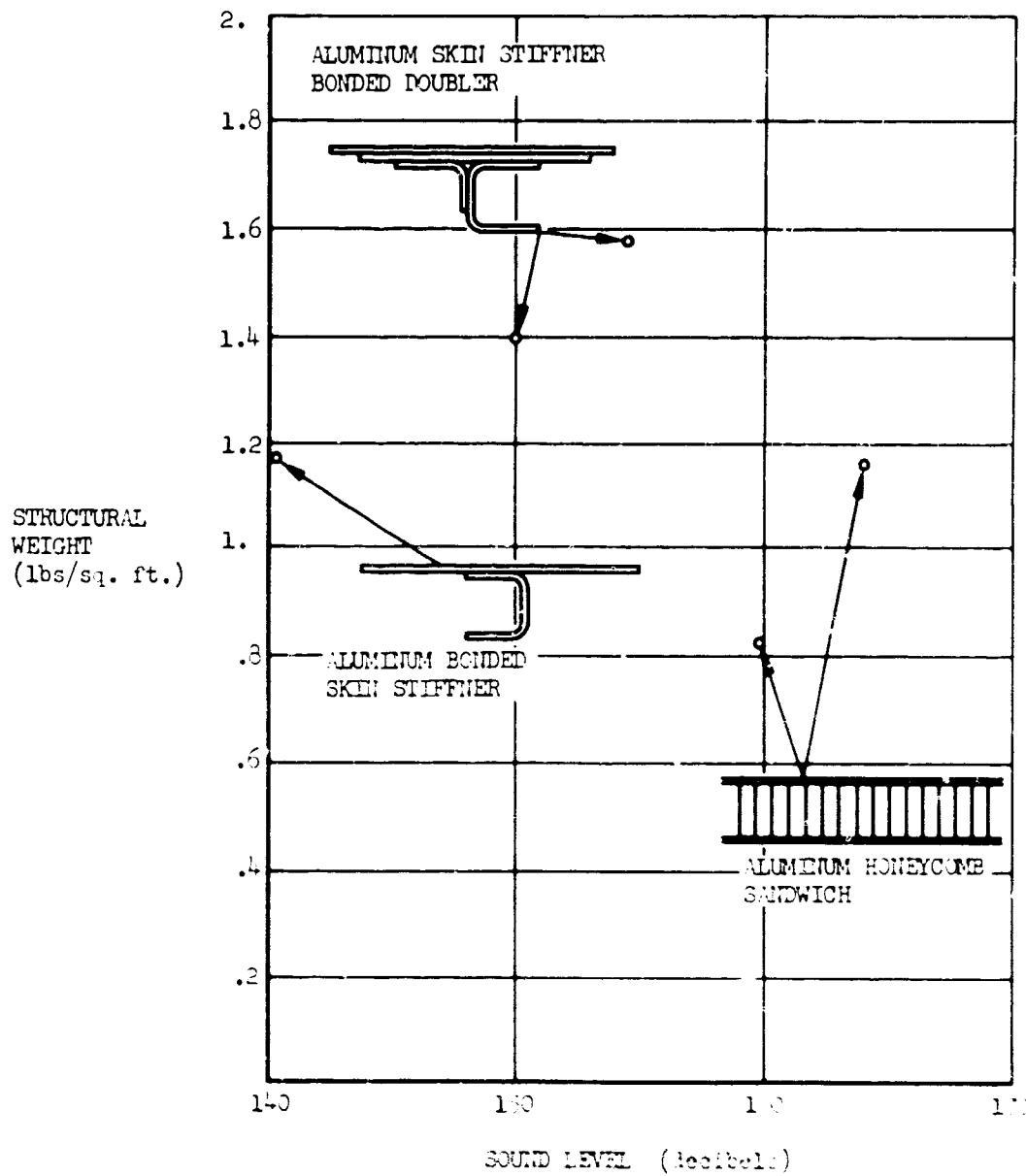


Figure 3-5. Weight of Typical Structures for Use in Sonic Environments

- a. Epoxy-polyamide such as a combination of Shell Chemical Company's Epon 812 and 828 with General Mill's Versamid 115 and 125.
- b. Buna N rubber-based such as Coast Pro-Seal's 590M.
- c. Polysulfide-based such as Coast Pro-Seal's 719B.
- d. Silicone-based such as Dow Corning's RTV Silastic 501 with A-4094 primer.

For load carrying applications requiring lap shear strengths greater than 1000 psi and where the temperature does not exceed 260°F, the adhesives listed in Table 3-B are typical of those to be used.

### 3.2 STRUCTURAL SANDWICH

Sandwich structure is used for applications including load bearing surfaces of the wing, body, and empennage. Sandwich structure for other than microwave applications will have titanium exterior faces, glass fabric reinforced polyimide core, and inner surfaces of titanium or glass reinforced polyimide laminate. Sandwich assemblies possess the following advantages:

- a. High strength.
- b. Lightweight structure for maximum stiffness.
- c. Maximum aerodynamic smoothness.

Sandwich structure configurations take advantage of the knowledge gained in almost 15 years of

Table 3-B. General Adhesive Systems

| Adhesive      | Type                   | Typical Lap Shear Strength        |                               |                               |
|---------------|------------------------|-----------------------------------|-------------------------------|-------------------------------|
|               |                        | Room Temp.<br>lb/in. <sup>2</sup> | 180° F<br>lb/in. <sup>2</sup> | -67° F<br>lb/in. <sup>2</sup> |
| AF 30         | Nitrile Phenolic       | 3400                              | 2100                          | 3700                          |
| FM-61         | Nitrile Phenolic       | 3200                              | 3800                          | 3700                          |
| Epon 927      | Epoxy                  | 3200                              | 500                           | 3200                          |
| Aerobond 3013 | Epoxy                  | 3200                              | 500                           | 3200                          |
| HT-424        | Epoxy Phenolic         | 3800                              | 3100                          | 3700                          |
| FM-58         | Nitrile Phenolic Epoxy | 3800                              | 2700                          | 4300                          |
| AF-204        | Epoxy Phenolic         | 3000                              | 2800                          | 3700                          |
| AF-126        | Epoxy                  | 5000                              | 1500                          | 4500                          |
| Redux 775     | Vinyl Phenolic         | 4500                              | 2000                          | 4000                          |
| FM-47         | Vinyl Phenolic         | 4500                              | 3600                          | 3200                          |
| FM-1000       | Polyamide Epoxy        | 7000                              | 3670                          | 7400                          |
| FM-34         | Polyimide              | 3600                              | ----                          | ----                          |

experience in designing and producing honeycomb structures. Analysis has been made of previous service experience and successful applications have been utilized; the less desirable avoided. For example, the adhesive systems used at the time honeycomb sandwich construction was introduced required the use of perforated core to allow removal of adhesive volatiles during cure. As a result, moisture ingress occurred. Today's sandwich panels are constructed with nonperforated, impermeable core, processed by a method which removes the volatiles prior to gelation of the adhesive, and incorporate edge sealing. Comparison of the conditions are shown in Fig. 3-6.

Wedge close outs are designed with a foam filled core and seam welded trailing edges to provide a positive seal with maximum durability at the interface of the face sheets. A comparison between earlier designs and the present one is shown schematically in Fig. 3-7.

### 3.2.1 Resin System

The selection of a high temperature resistant organic polymer matrix for bonded structural sandwich is based on comprehensive evaluation of existing candidate materials. The polymers

were initially screened on the basis of chemical structure. The investigation covered a review of all applicable research in the field including the Whittaker Corporation's work under Contract No. AF33(615)-2283 (Ref. 17) and Westinghouse Research Laboratory's work reported in AFML-TR-65-188 (Ref. 18). The more aromatic polymer structures are generally more resistant to elevated temperature environments. These polymers include polyimides, polybenzimidazoles, silicones, and phenolics. Factors which significantly influence the selection of a suitable polymer system are thermal stability in air at 400 to 500°F for the service life of the B-2707, processing characteristics, availability, and cost.

Polyimide resins exceed the requirements established for the B-2707. Current polybenzimidazole resin systems, although possessing temperature strength retention for intermediate time exposures, lack the necessary thermal stability for service life requirements. Phenolics have inferior thermal stability. Silicone resins, although possessing good thermal stability, do not have adequate structural properties.

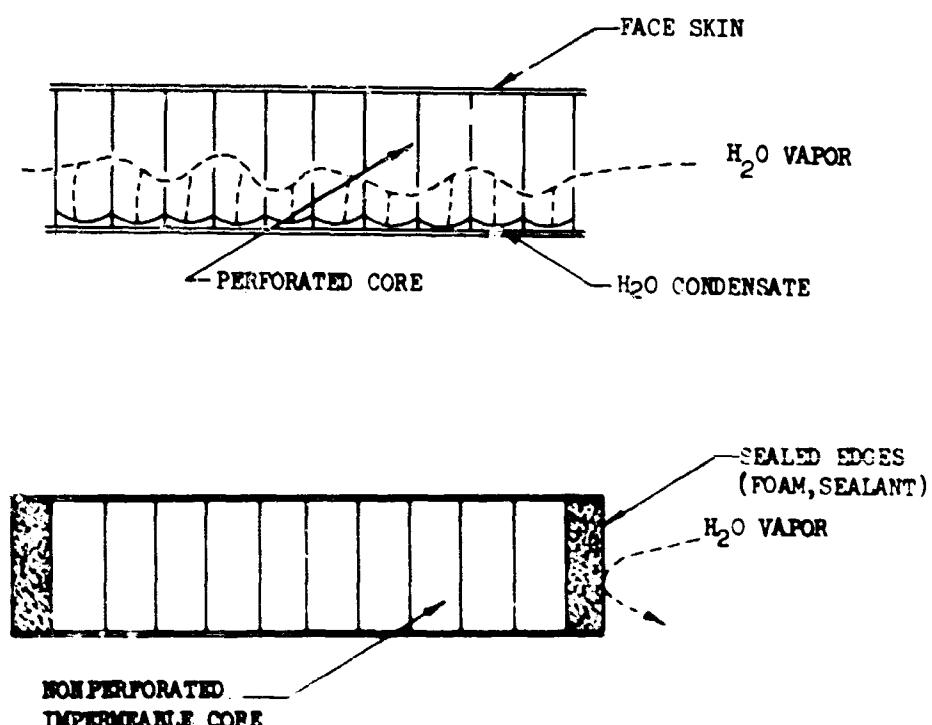
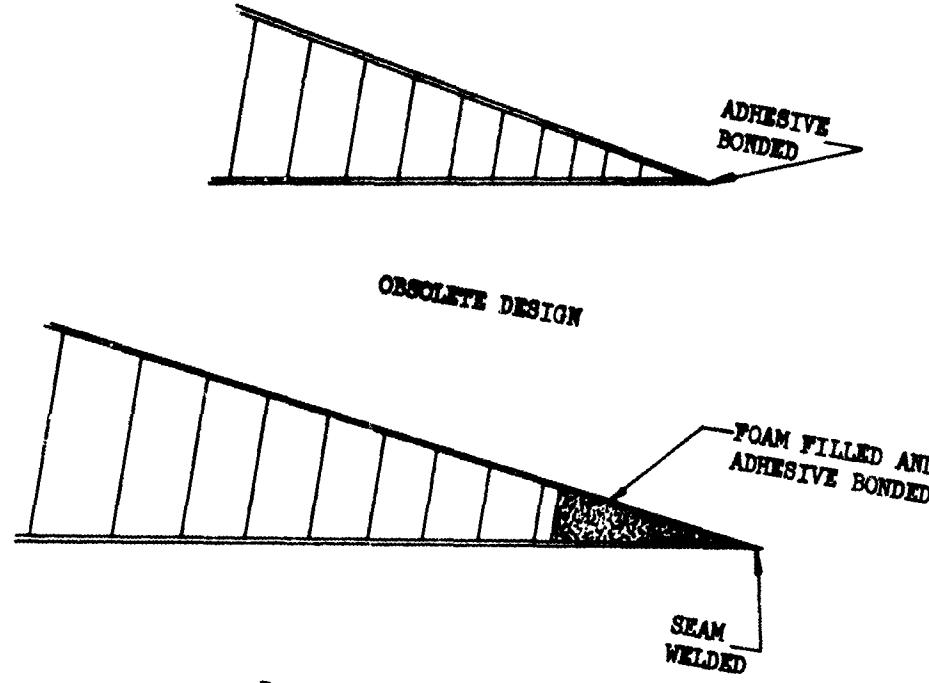


Figure 3-6. Sandwich Design



### B-2707 STRUCTURAL DESIGN

*Figure 3-7. Panel Close Out Comparison*

A limited investigation was conducted on pyrrole polymer (a hybrid of polyimide and polybenzimidazole) supplied by NASA Langley Research Center, Hampton, Virginia. The tests indicate that pyrrole possesses about the same thermal resistance properties as polyimides. However, the relative scarcity and high cost of pyrrole polymers restricts their consideration for B-2707 reinforced plastic structure at this time.

Thermogravimetric analysis (TGA) and differential thermal analysis (DTA) are used as screening tests to predict thermal properties of resin systems. TGA simultaneously measures the temperature and mass of a material subjected to increasing or constant heat. DTA measures the temperature imbalance between reference material (alumina) and the test material as heat is applied. Cure and burn-off temperatures of polymeric materials are estimated from TGA and DTA test results. Materials are tested in air, inert atmosphere or vacuum. Figure 3-8 illustrates the TGA of several polymer systems and the DTA of polyimide resin. The outstanding polymers on the basis of TGA and DTA can be narrowed to polybenzimidazoles, polyphenylenes, and polyimides. Thermal stability of these resins is demonstrated by their superior weight stability at elevated temperature condi-

tions. The initial polyimide cure (270 to 400°F) is indicated by DTA endothermic reaction caused by release of solvent and water. Polyimide burn-off is evident at about 800°F by the exothermic reaction as a result of oxidation and cleaving of chemical bonds. Polyphenylenes have not been considered as matrix materials because of their relative scarcity and high cost.

Polymer thermal stability is also determined from strength and weight loss of laminate structure after aging at elevated temperatures. Figures 3-9 and 3-10 illustrate strength and weight loss characteristics of some of the more thermally stable resins. Both figures demonstrate the superiority of the polyimide system.

Polyimide resins such as Skybond 700 (Monsanto), PI-4701 (DuPont), or Imidite 1830 (Narmco) will be used for structural adhesive, reinforced plastic faces, reinforced plastic honeycomb core, and structural foam in sandwich assemblies.

Glass fabric reinforcement for polyimide sandwich faces, polyimide honeycomb core, and polyimide laminates will be E and S glass. Environmental resistance of reinforced plastic structure at elevated temperature and high humidity conditions is dependent on the glass

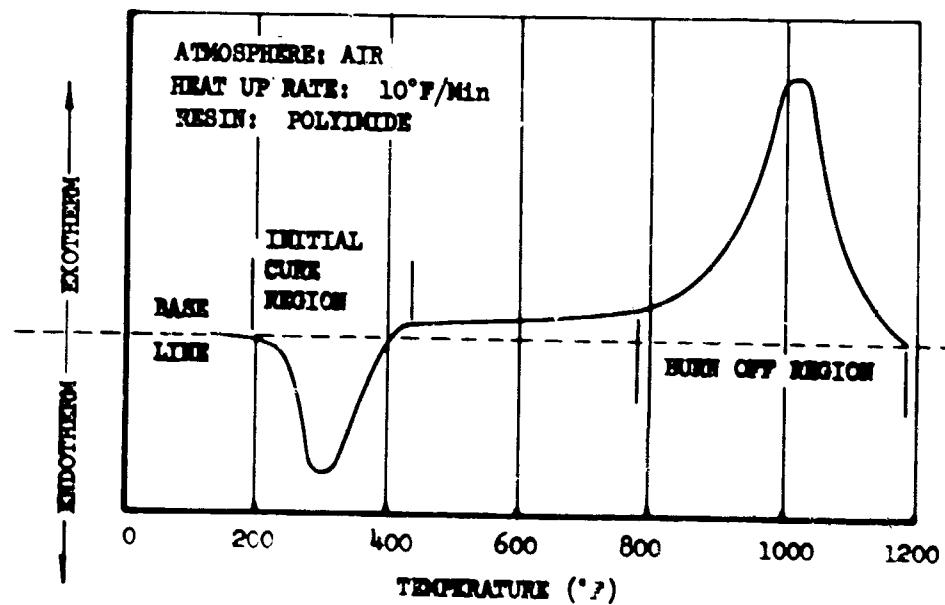
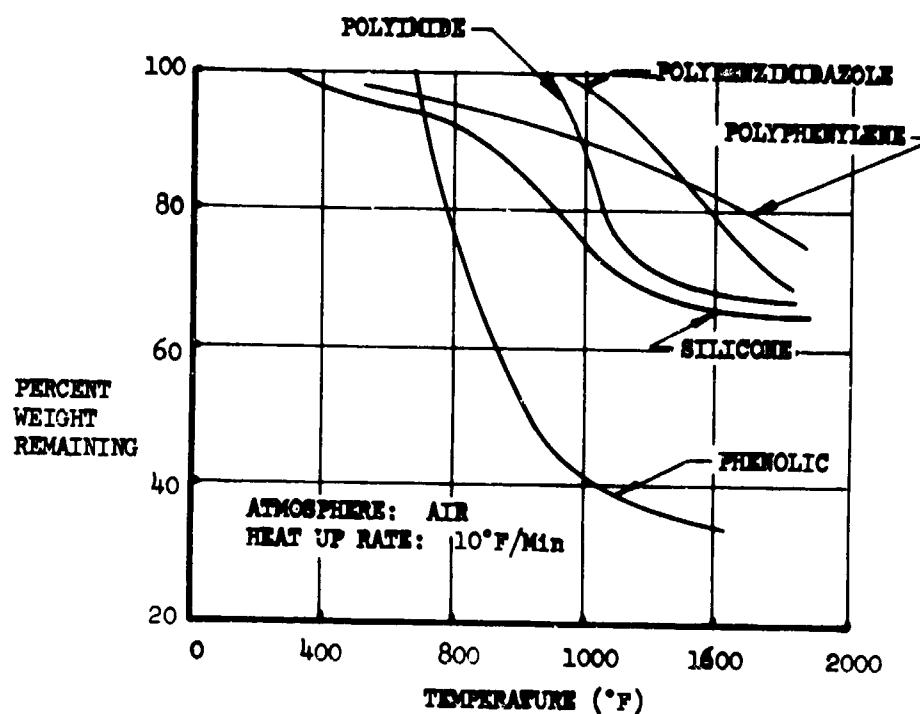


Figure 3-8. Thermogravimetric and Differential Thermal Analyses of Resin Systems

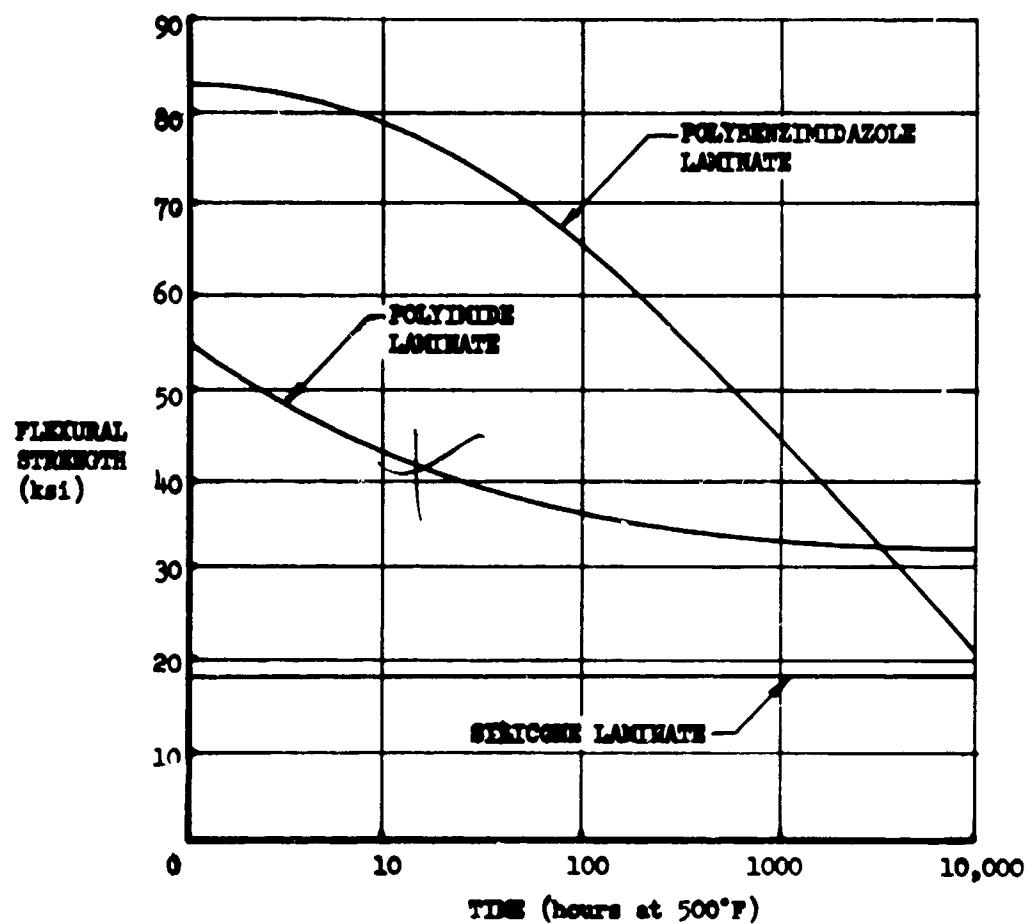


Figure 3-9. Thermal Stability, Strength Basis

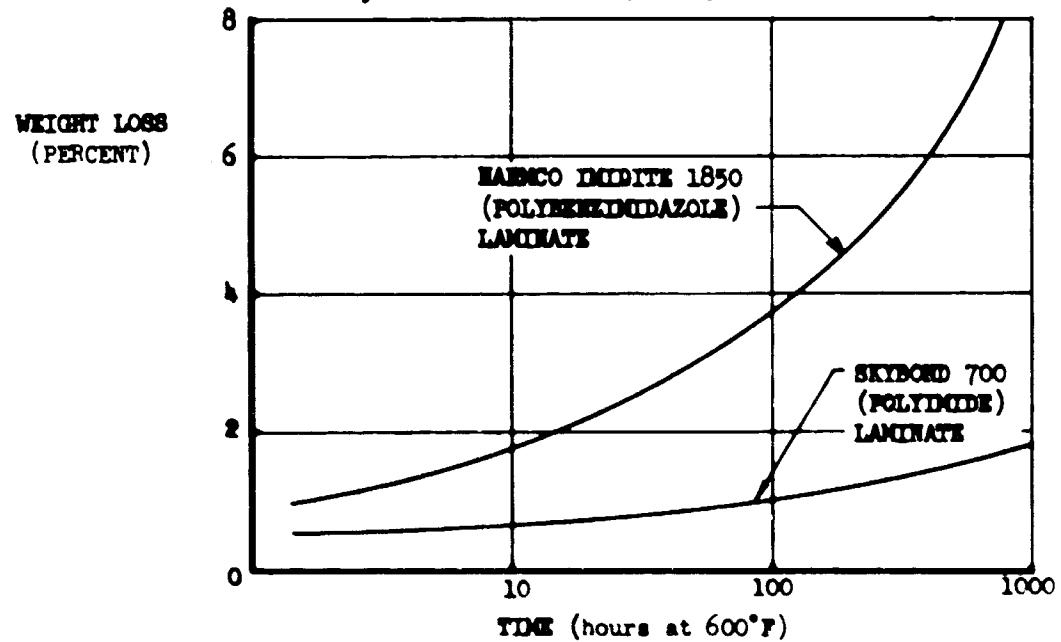


Figure 3-10. Thermal Stability, Weight Loss Basis

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finish. E glass with A1100 (aminopropylsilane) finish is more compatible with the polyimide system than other glass-polyimide finishes. Although S glass is 30 percent stronger than E glass, the finishes available do not provide any significant advantages after long time thermal exposure. Coordinated programs with Owens-Corning, Union Carbide, DuPont, and other companies have been established to evaluate developments in glass finishes which are more compatible to both E and S glass reinforcement. In addition, the coupling agents developed for S glass polybenzimidazole systems under Air Force Contract No. AF33(615)-1163 (Ref. 19) will be evaluated for the polyimide resin system in co-operation with Owens-Corning.

### 3.2.2 Core Material

Fiberglass reinforced polyimide resins, have been selected for the honeycomb core. In a co-operative program established between Boeing

and Hexcel, several types of core materials were developed and evaluated including phenolic and polyarylene ether phenol with and without polyimide coatings. These materials were aged and tested at 400, 450, and 500°F. The comparative mechanical properties of the test core materials are shown in Figs. 3-11 through 3-13. These figures illustrate effects of thermal exposure on polyimide core at 450 and 500°F. Mechanical properties of polyimide core are not affected by continuous exposure to 400°F and exhibit only a slight decrease after 5000 hours at 450 and 500°F. Polyimide resin is the basic component that provides elevated temperature stability in laminates, honeycomb core, and adhesive. The stability of the mechanical properties of reinforced polyimide structures and adhesives at 450°F from 1000 to 15,000 hours substantiates engineering design decisions for the polyimide system. The mechanical properties of polyimide structures are expected to remain constant at flight conditions.

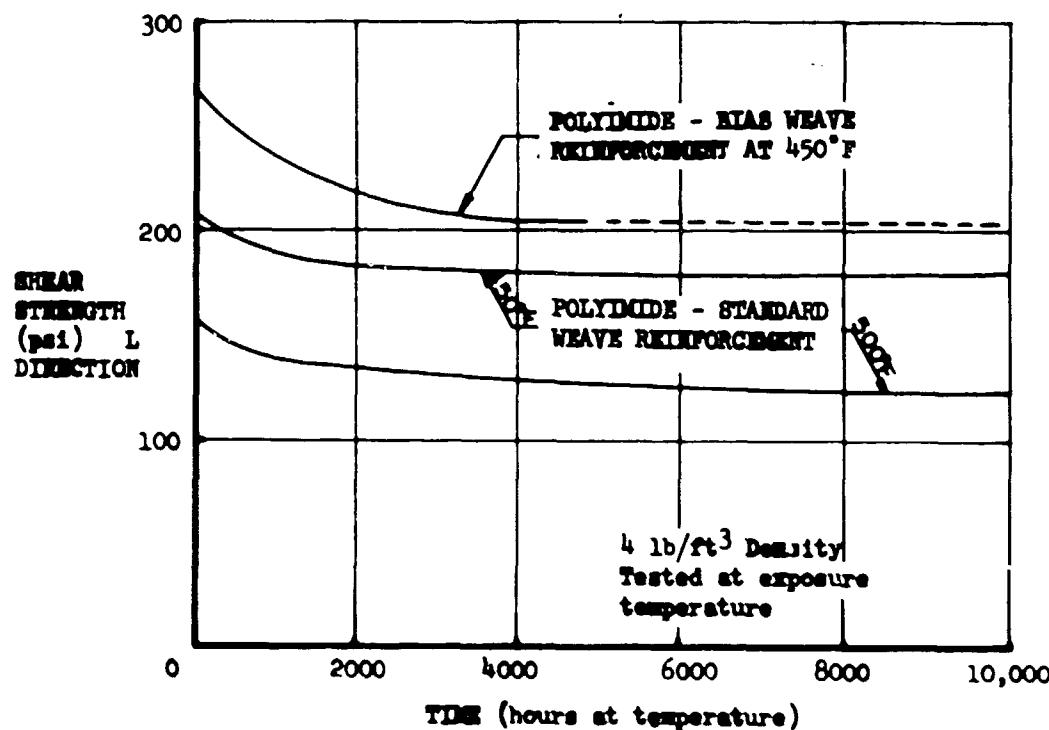


Figure 3-11. Reinforced Plastic Honeycomb Core Material Shear Strength, L Direction Versus Time at Temperature.

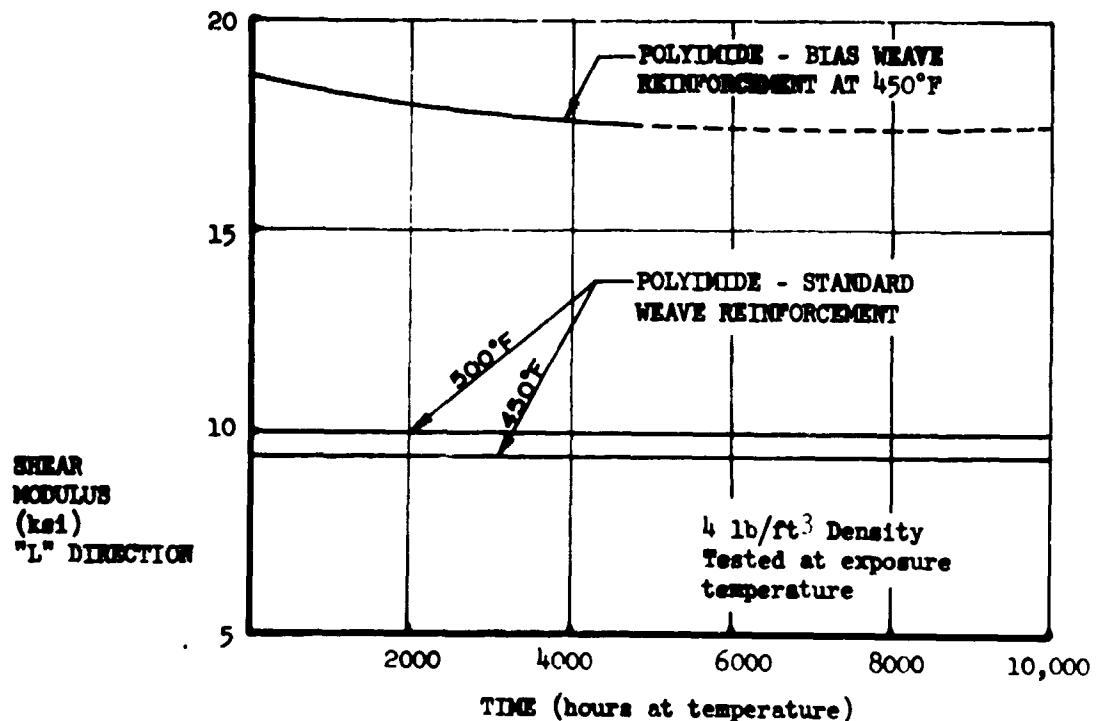


Figure 3-12. Reinforced Plastic Honeycomb Core Materials Shear Modulus (psi) L Direction Versus Time at Temperature

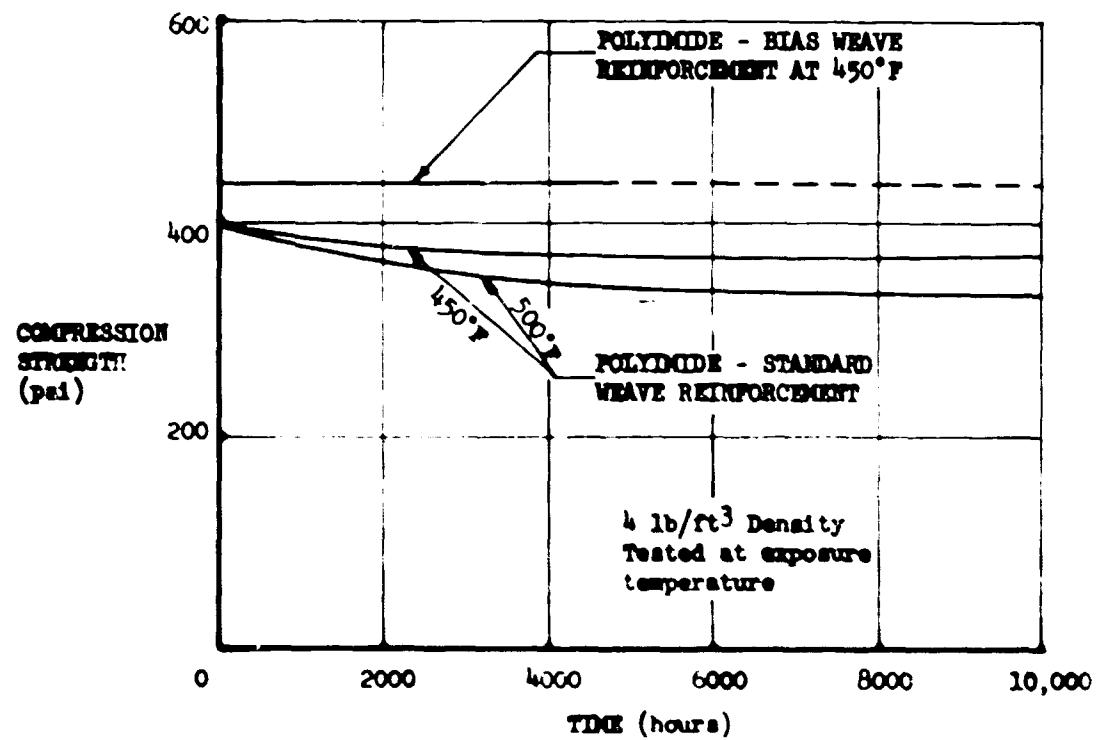


Figure 3-13. Reinforced Plastic Honeycomb Core Materials Compressive Strength (psi) Versus Time at Temperature

in excess of 30,000 hours. The polyimide cores were the only ones retaining adequate strength after 1500 hours of exposure.

Use of bias weave reinforcements offers distinct mechanical strength and modulus advantages over the standard weave. The impermeability of the core is assured through proper selection of fabric weave, optimum glass to resin ratios and closely controlled manufacturing procedures.

Resistance welded and diffusion bonded commercially pure titanium core is available and company processes utilizing polyimide adhesive have been developed for sandwich structure. Diffusion bonded titanium honeycomb core was developed under NASA Contract No. NAS 7-273 (Ref. 20) by Hexcel Products, Incorporated. Preliminary evaluation indicates that it will be similar in

mechanical properties to resistance welded core. The mechanical properties of resistance welded commercially pure titanium and bias weave reinforced polyimide core are listed in Table 3-C.

### 3.2.3 Reinforced Plastic Faces

Plastic laminate sandwich face material is composed of polyimide resin such as Skybond 700 (Monsanto), PI-4701 (DuPont) or Imidite 1830 (Narmco) reinforced with glass fabric having A1100 finish. The polyimide laminate material selections have been previously discussed.

Retention of structural integrity at B-2707 service temperatures is being established by thermal aging tests of laminates. Exposure of polyimide laminates to temperatures of 400°, 500°, and 550°F for 30,000 hours is in progress. Mechanical properties for both E and S glass

**Table 3-C. Strength and Cost Comparison, Titanium/Polyimide Core**

Mechanical Properties of Resistance Welded C. P. Titanium Square Cell Honeycomb Core

| Density<br>ft <sup>3</sup> | Core<br>Designation | Shear Strength (psi) |             | Compression<br>Strength,<br>psi | Approximate<br>Cost \$/ft <sup>2</sup><br>3/4-in. Thick |
|----------------------------|---------------------|----------------------|-------------|---------------------------------|---|
|                            |                     | L Direction          | W Direction |                                 |   |
| 2.3                        | 4 - 1               | 100                  | 75          | 133                             | 20  |
| 4.5                        | 4 - 2               | 270                  | 178         | 400                             | 25  |
| 6.7                        | 4 - 3               | 435                  | 330         | 908                             | 35  |
| 7.3                        | 3 - 2               | 480                  | 370         | 1070                            | 35  |

Mechanical Properties of Bias Weave Glass Fabric  
Reinforced 3/16 Inch Hexagonal Cell Honeycomb Core

| Density<br>ft <sup>3</sup> | Core<br>Designation | Shear Strength (psi) |             | Compression<br>Strength,<br>psi | Approximate<br>Cost \$/ft <sup>2</sup><br>3 1/4-in. Thick |
|----------------------------|---------------------|----------------------|-------------|---------------------------------|---|
|                            |                     | L Direction          | W Direction |                                 |   |
| 4                          | HRH-327             | 244                  | 160         | 600                             | 16  |
| 5                          | HRH-327             | 355                  | 200         | 751                             | 14  |
| 6                          | HRH-327             | 425                  | 240         | 900                             | 20  |

X

laminates to 10,000 hours of thermal aging are illustrated in Fig. 3-14 through 3-25. These data indicate the capability of the polyimide system to withstand B-2707 requirements.

Sandwich structures having reinforced plastic laminate facings will require sealing if they are exposed to moisture or fuel containing environments. Minnesota Mining's EC 1937 is an effective sealer for polyimide laminates and withstands temperature environments to 500°F. Two additional materials which can be used for the sealing application are DC 7146 (Dow Corning) silicone resin and RS 5660 (Monsanto) polyimide resin. These two materials have shown the desired properties to provide a positive seal on polyimide laminates. In addition, Narmco reported in AFML-TR-65-146 (Ref. 21), Vol. I that DC 7146 was the outstanding antioxidant sealer for their polybenzimidazole laminates and Brunswick Corporation have indicated in Document BR-862-122-003 (Ref. 22) that RS 5660 polyimide resin can be used to provide a moisture barrier for the SST radome.

Films such as FEP coated Kapton (DuPont) and polyimide resin coated Nomex paper (DuPont) have also been successfully utilized as moisture and fuel barriers on polyimide laminates.

### 3.2.4 Metal Faces

Structural sandwich in most applications will be metal faced with Ti 6Al-4V alloy on both sides. The adhesive resin system and titanium cleaning and pretreatment processes to be used are discussed in Sec. 3.8.1. The selection of metal faces is based on weight advantages.

### 3.2.5 Adhesives

The adhesive used for structural core-to-skin bonding is formulated from a polyimide base resin as discussed in Sec. 3.1.1. Thermal exposure of test specimens at 500°F to 12,000 hours has been completed. Adhesive lap shear strengths of bonded titanium joints with various surface treatments are compared in Fig. 3-26.

The adhesives designated in Fig. 3-27 are identical except for exclusion of antioxidant and filler. It is apparent that advantages are gained with the additives except for the loss of strength after exposure to moisture. This deficiency may be overcome by use of primer as illustrated by Fig. 3-28. The use of a combination primer and film adhesive system is selected as the optimum method of achieving maximum strength and heat stability of the bond.

### 3.2.6 Edge Potting and Sealing

Structural sandwich edge potting compounds are

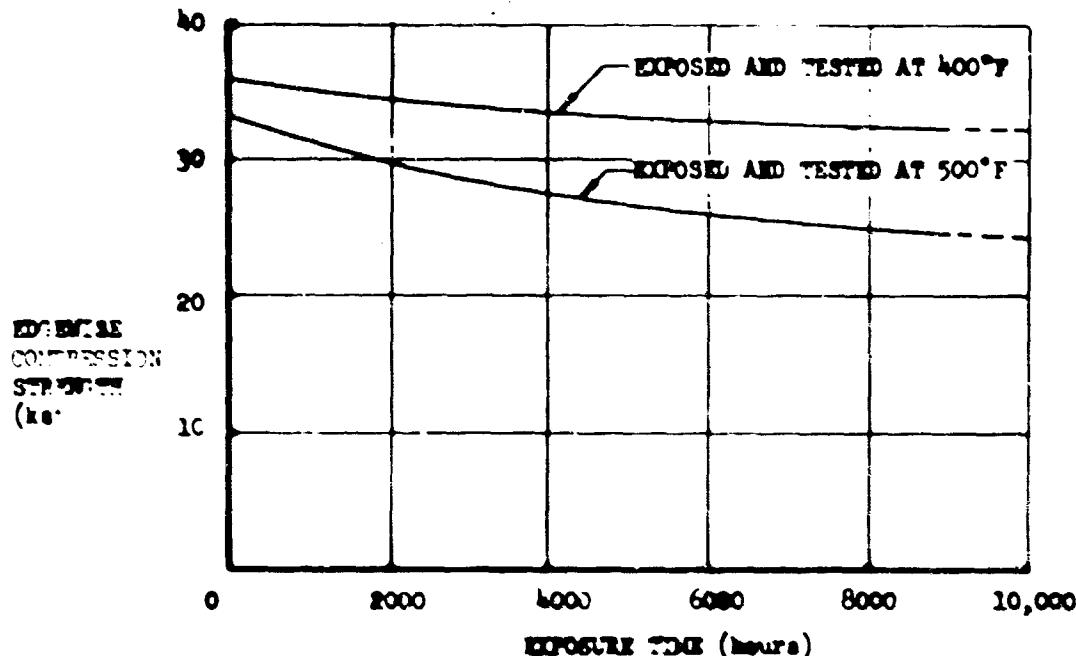


Figure 3-14. Thermal Exposure Effects on E Glass Reinforced Polyimide Laminates Edgewise Compression Strength

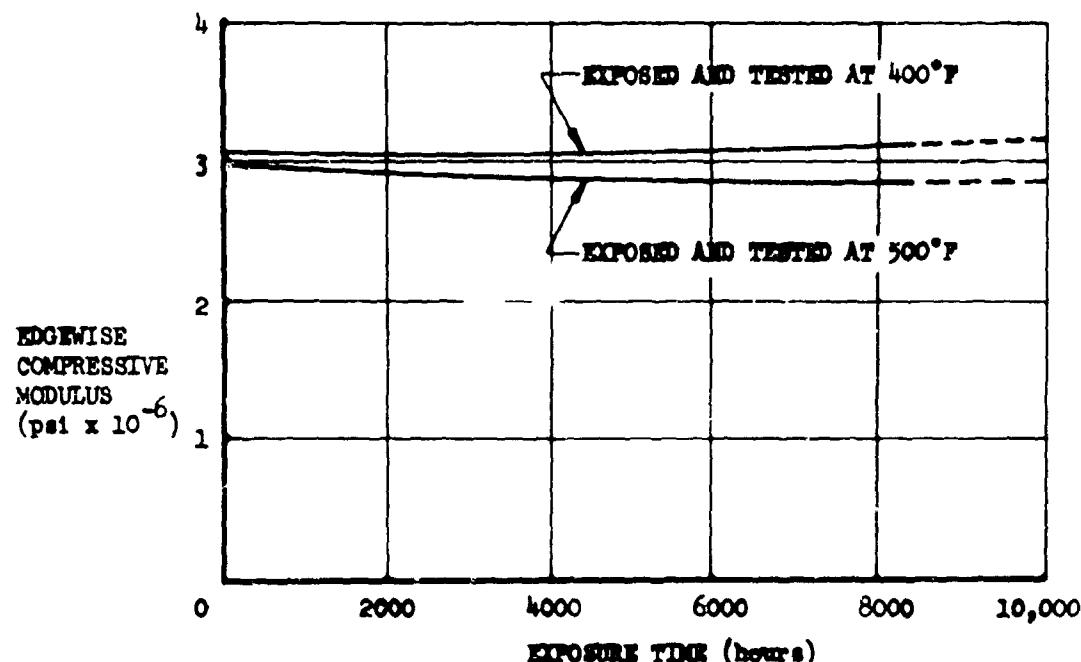


Figure 3-15. Thermal Exposure Effects on E Glass Reinforced Polyimide Lamine Edgewise Compression Modulus

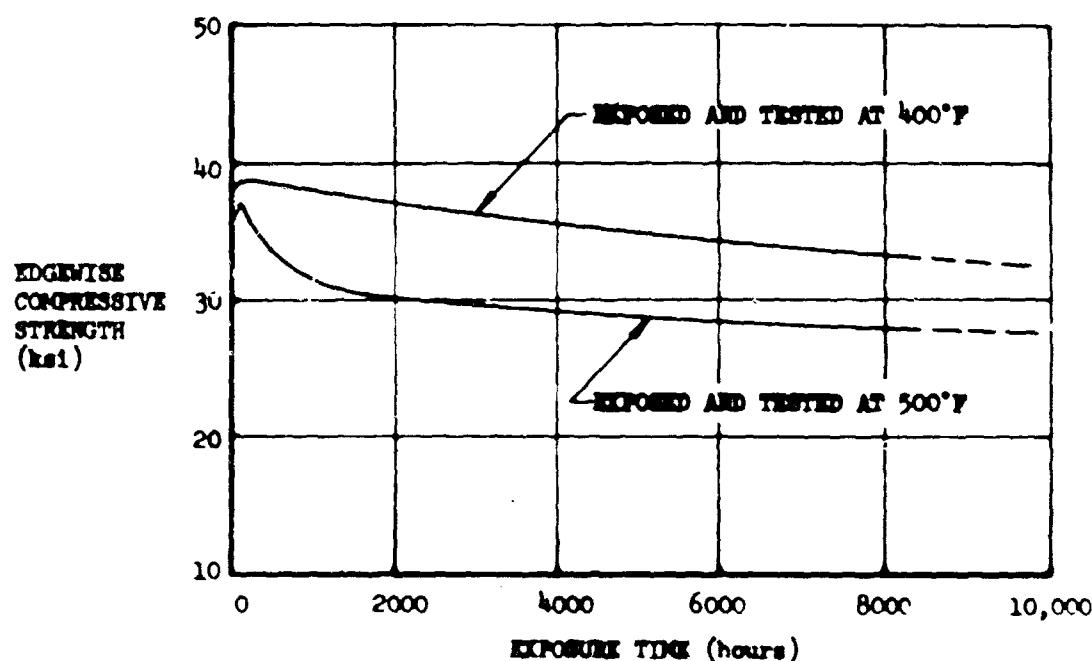


Figure 3-16. Thermal Exposure Effects on S Glass Reinforced Polyimide Lamine Edgewise Compression Strength

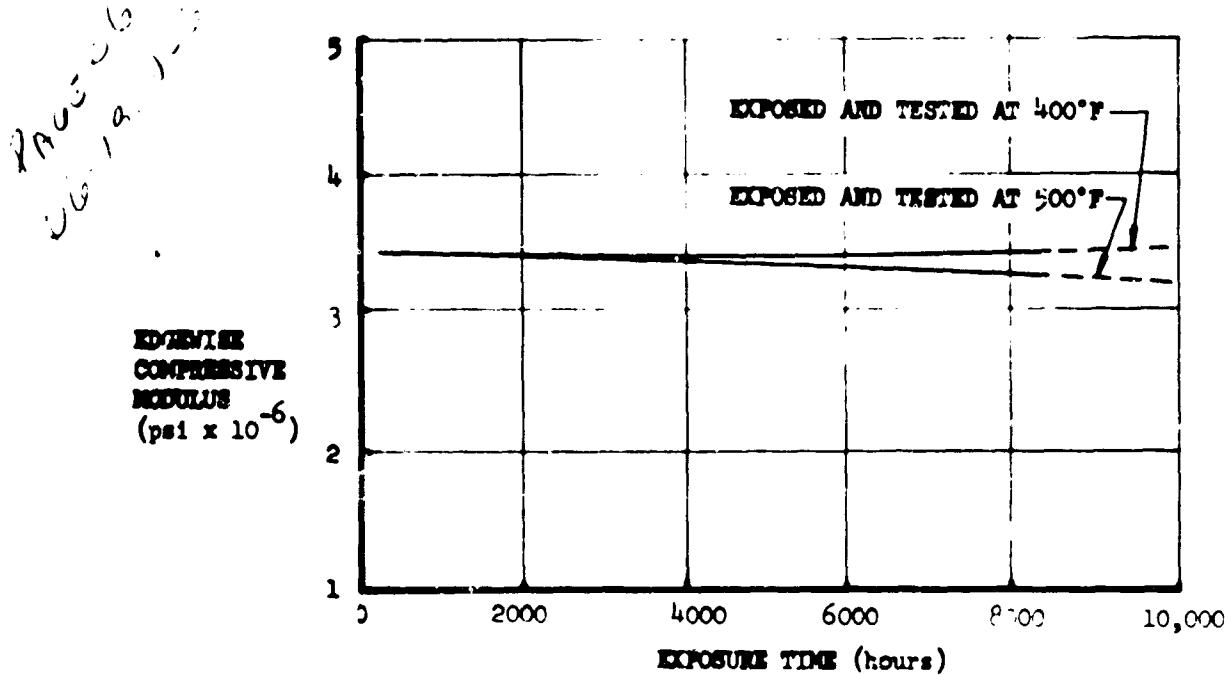


Figure 3-17. Thermal Exposure Effects on S Glass Reinforced Polyimide Lamine Edgewise Compression Modulus

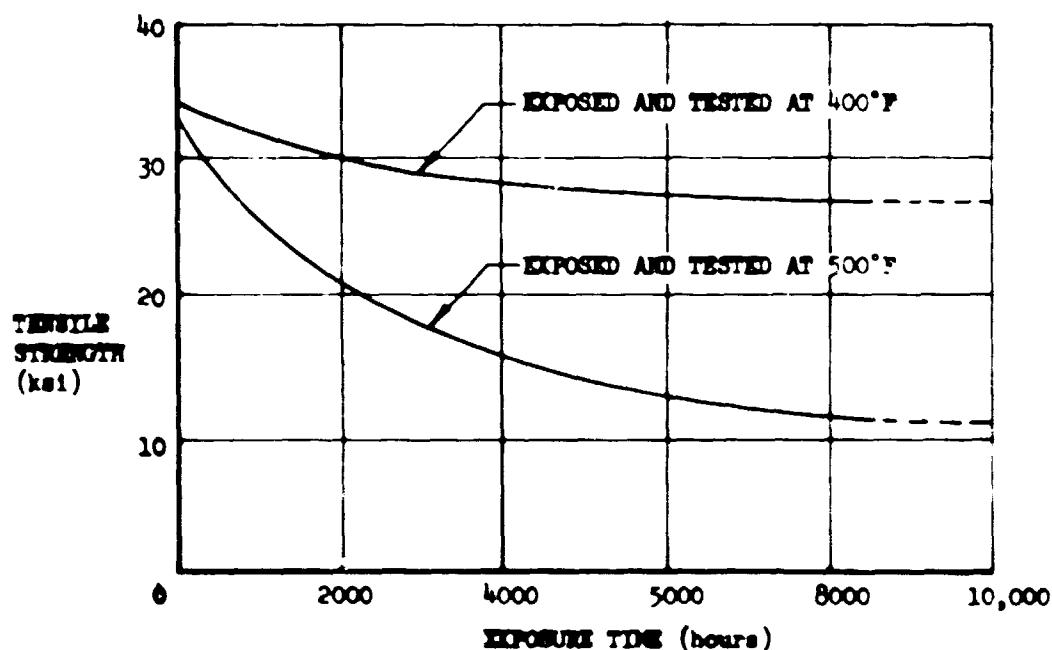


Figure 3-18. Thermal Exposure Effects on E Glass Reinforced Polyimide Lamine Tensile Strength

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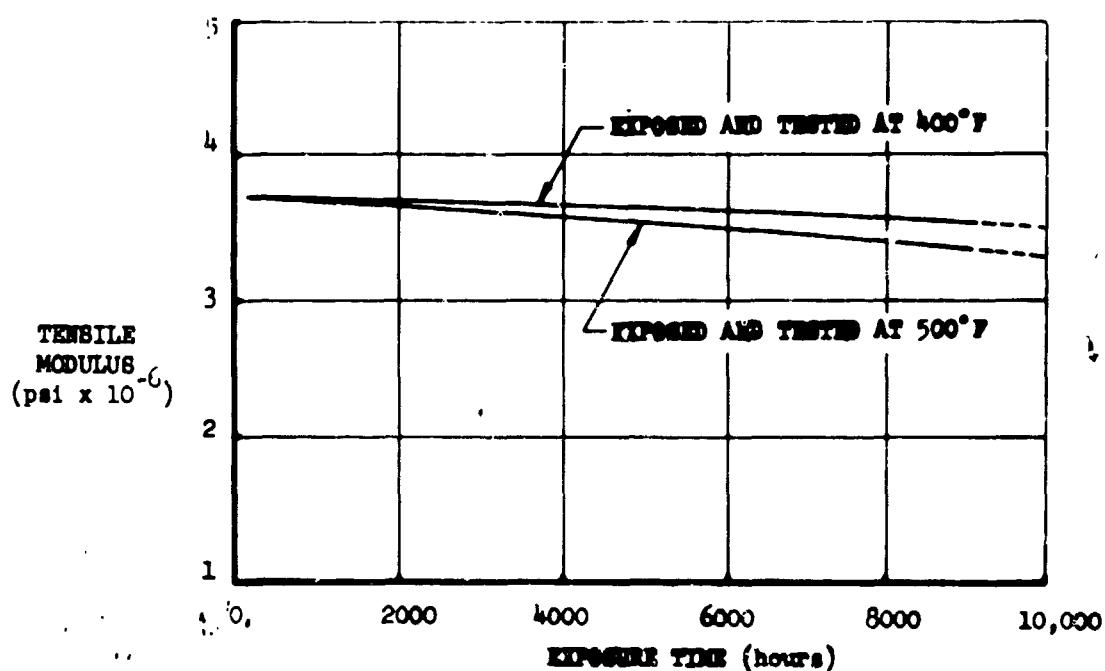


Figure 3-19. Thermal Exposure Effects on E Glass Reinforced Polyimide Laminate Tensile Modulus

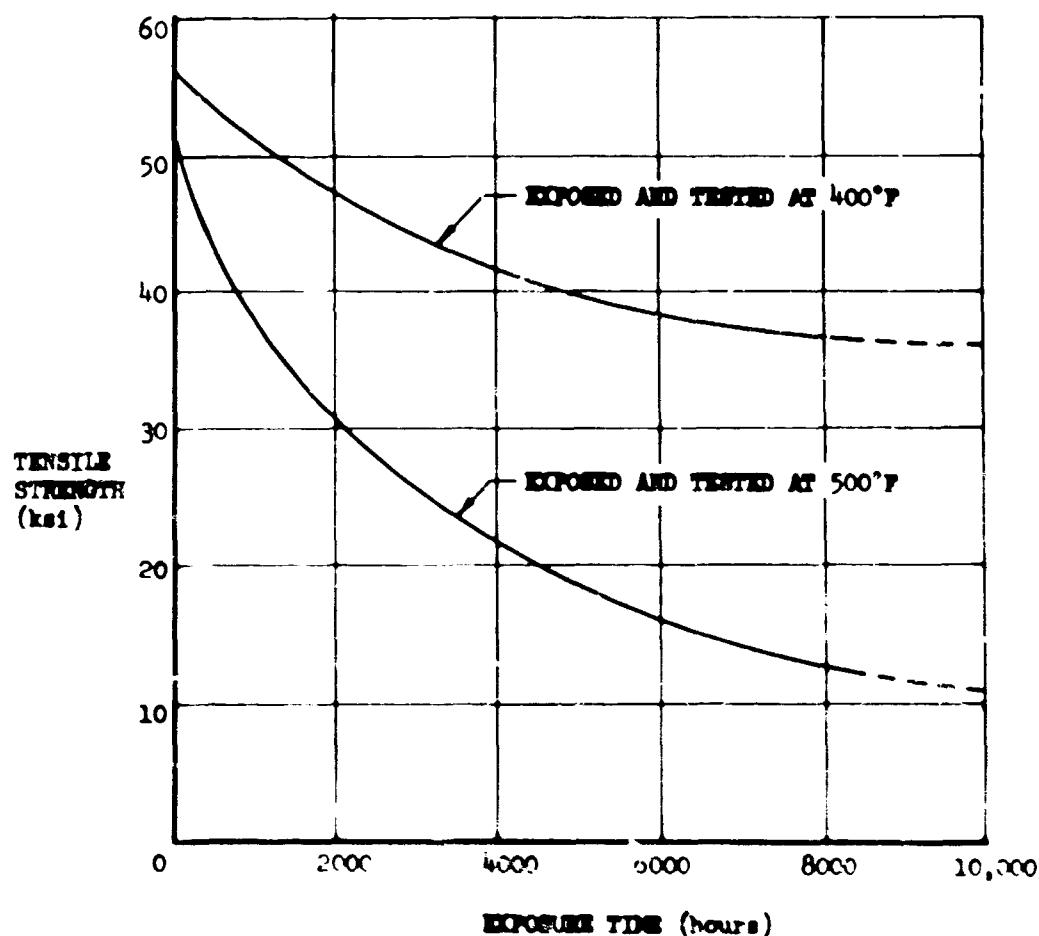


Figure 3-20. Thermal Exposure Effect on S Glass Reinforced Polyimide Laminate Tensile Strength

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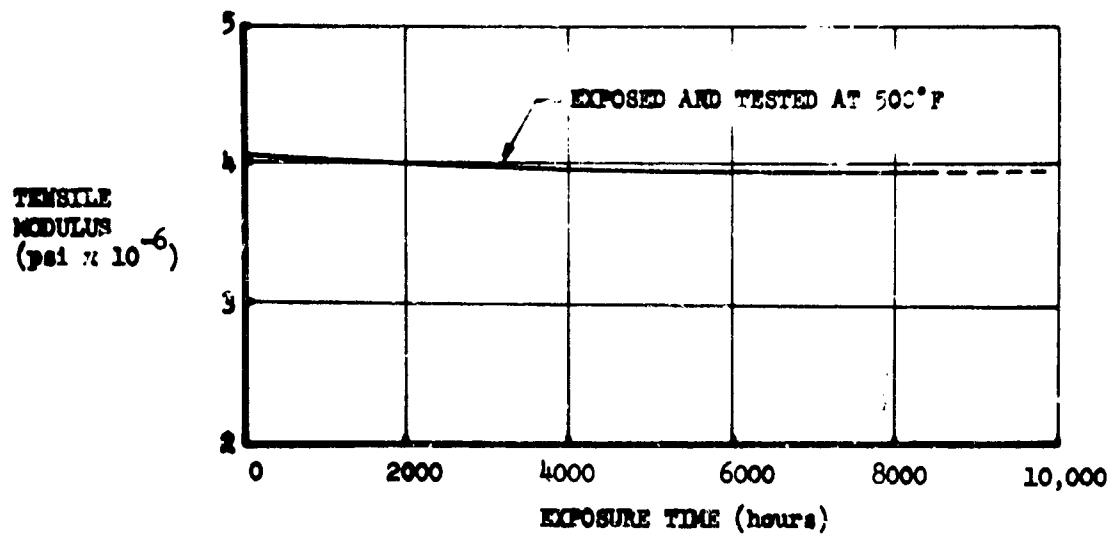


Figure 3-21. Thermal Exposure Effects on S Glass Reinforced Polyimide Lamine Tensile Modulus

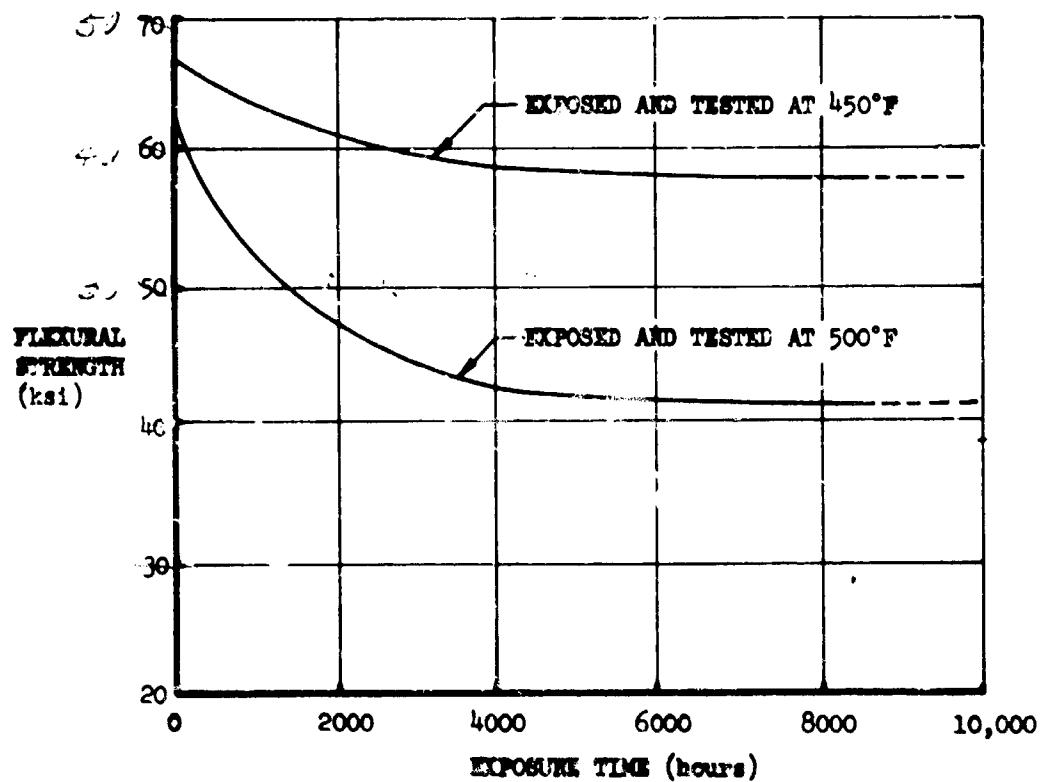


Figure 3-22. Thermal Exposure Effects on E Glass Reinforced Polyimide Lamine Flexural Strength

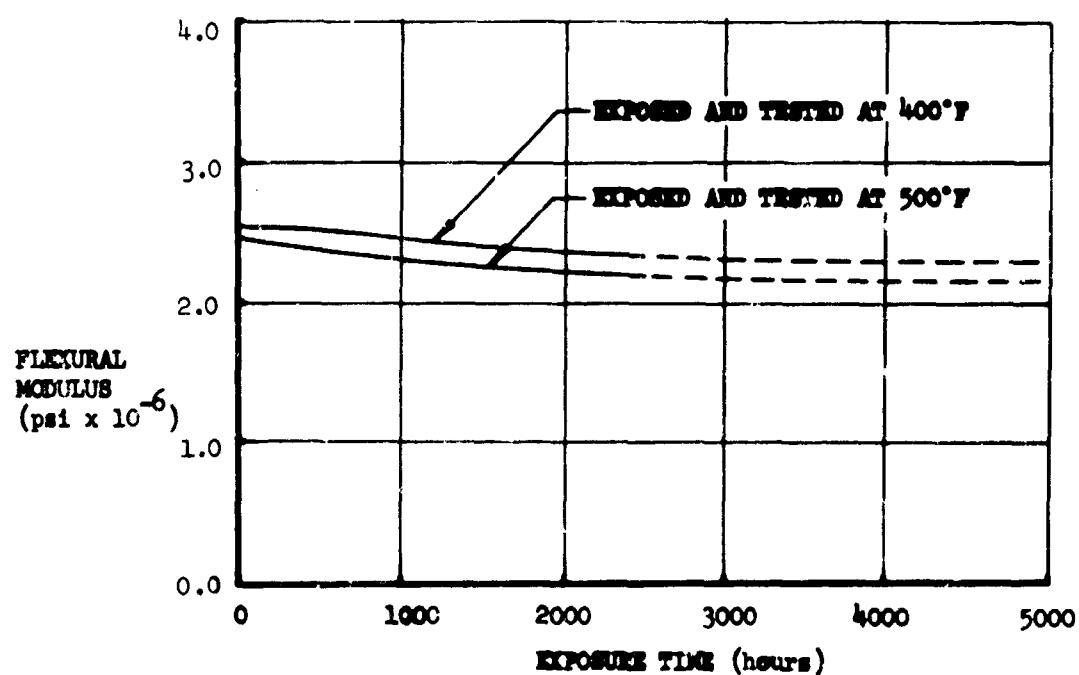


Figure 3-23. Thermal Exposure Effects on E Glass Reinforced Polyimide Laminate Flexural Modulus

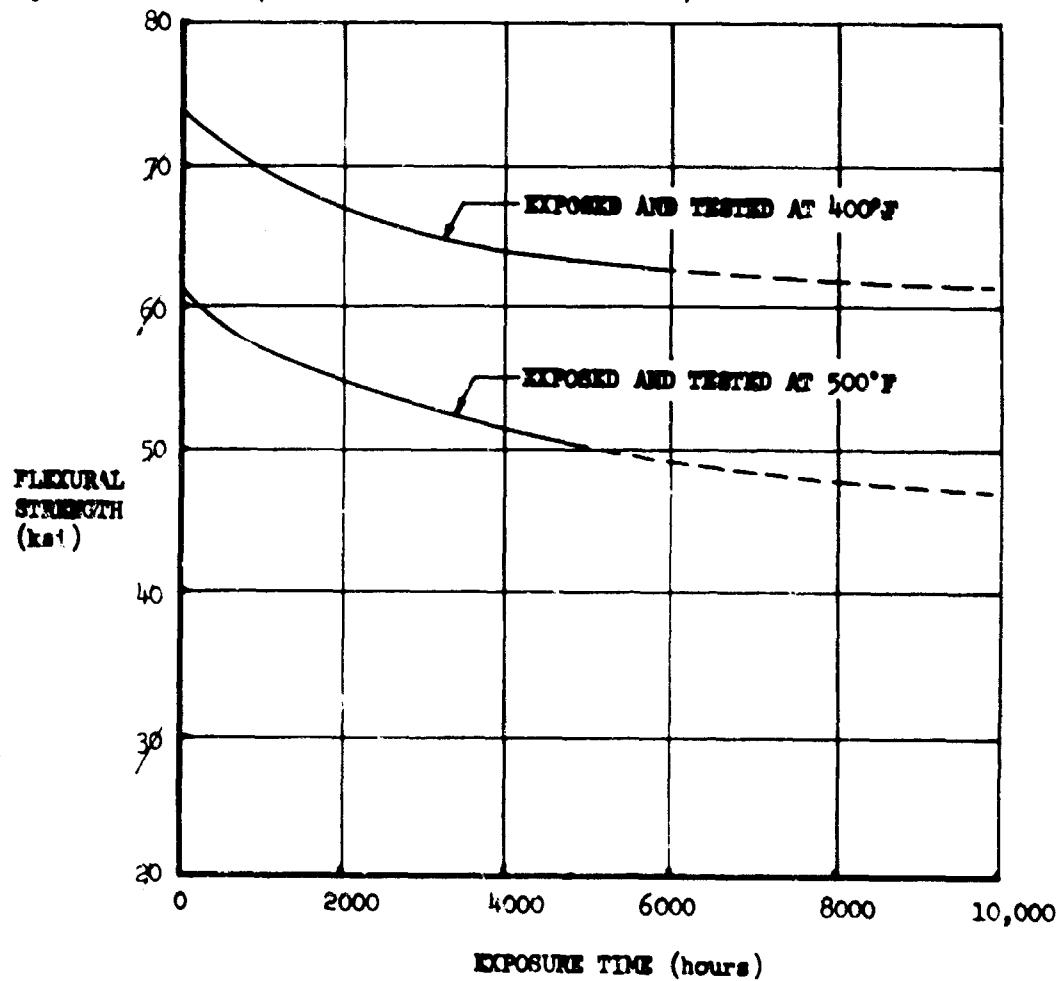


Figure 3-24. Thermal Exposure Effects on S Glass Reinforced Polyimide Laminate Flexural Strength

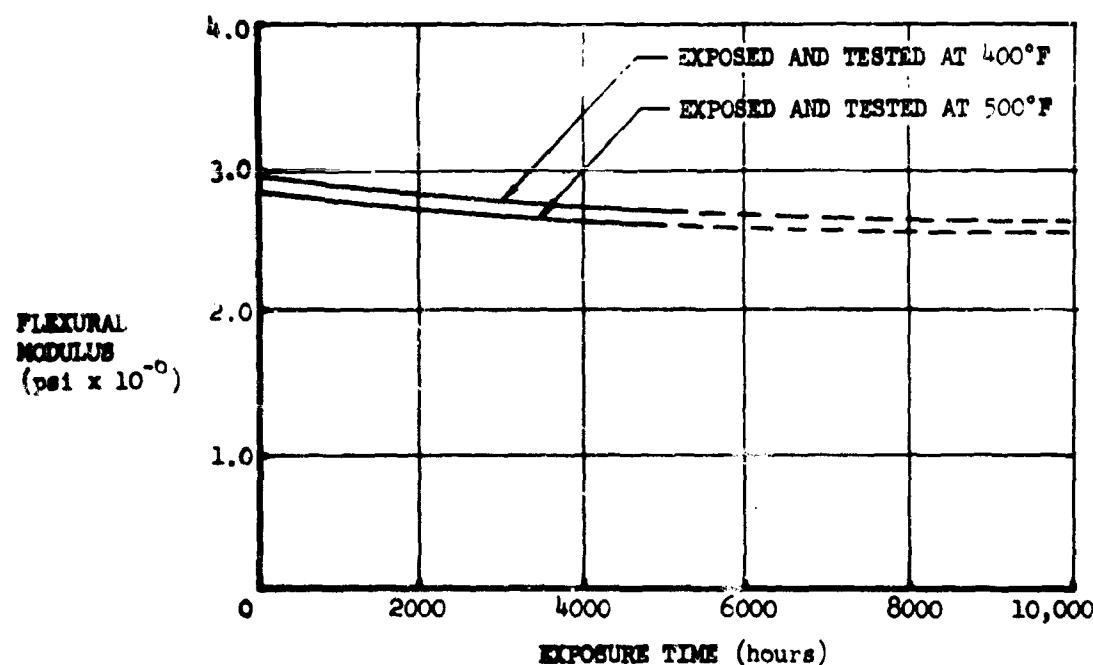


Figure 3-25. Thermal Exposure Effects on S Glass Reinforced Polyimide Laminate Flexural Modulus

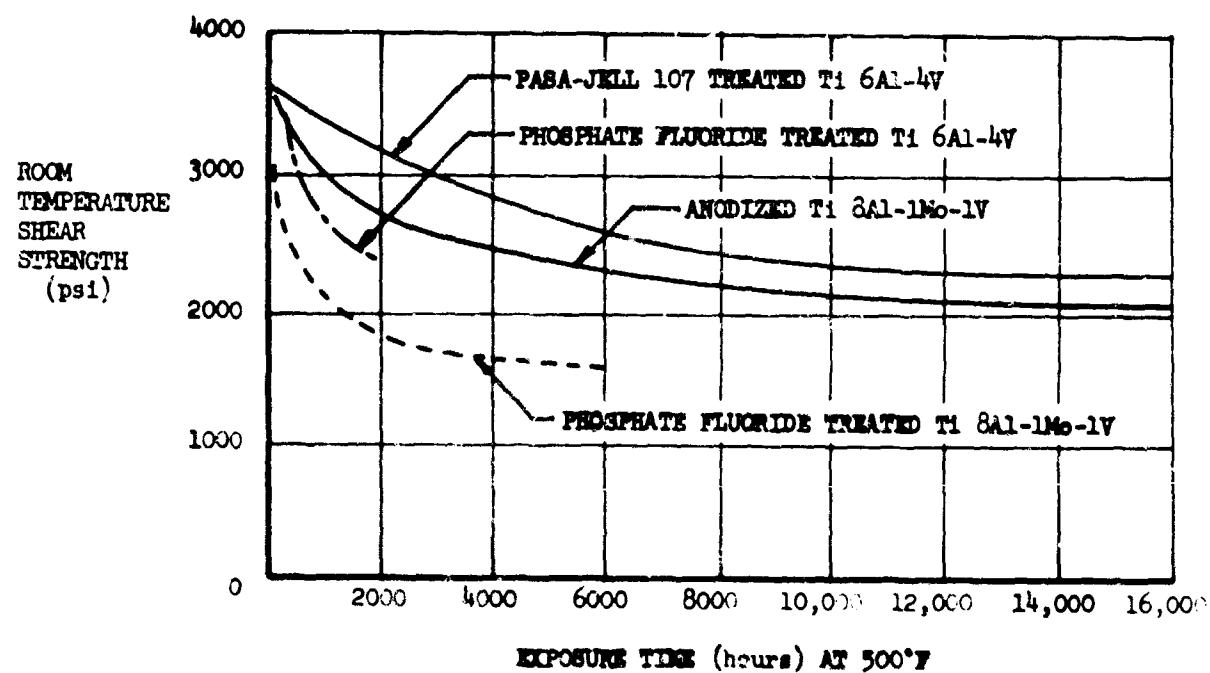


Figure 3-26. Effect of Temperature Exposure on Bond Strength of FM-34 Adhesive Using Various Surface Treatments

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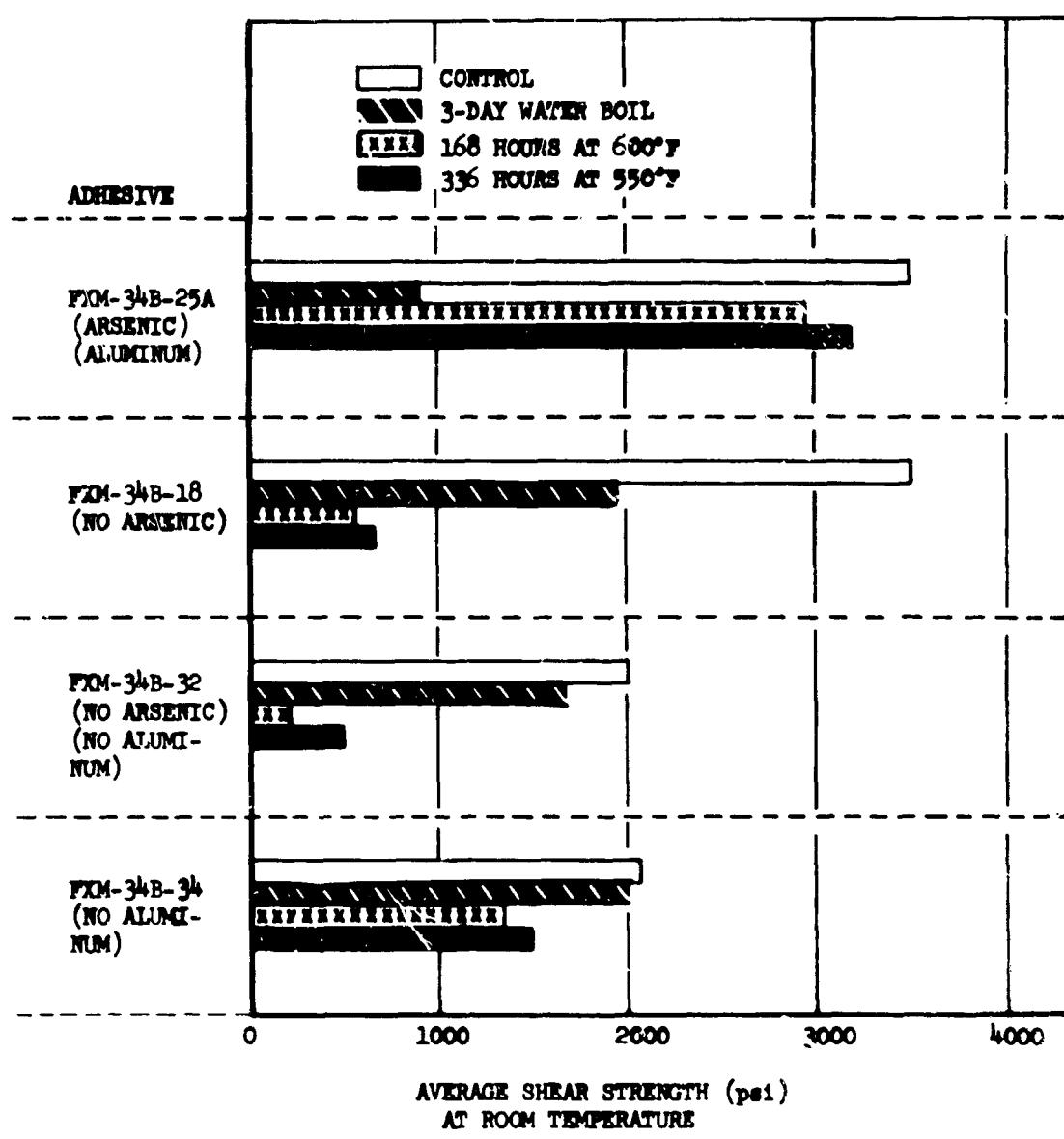


Figure 3-27. Effect of Additives on Bond Properties

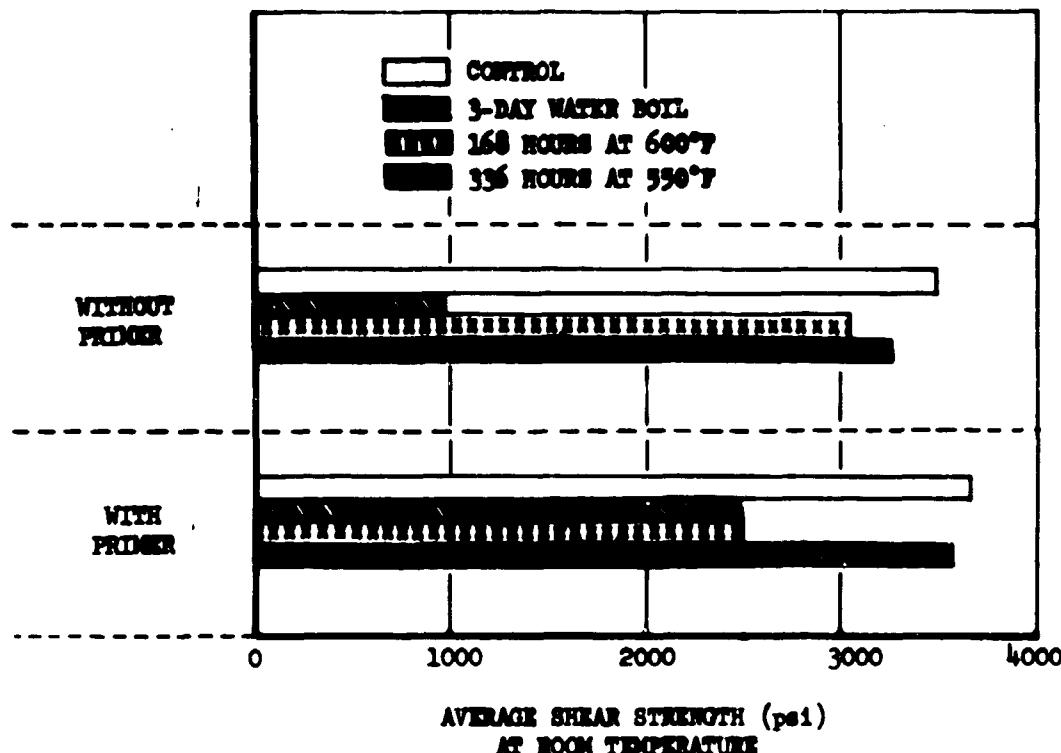


Figure 3-28. Effect of Primer on Bond Properties

utilized in areas where sealing of open edge sandwich is required or where reinforcement of hardware to the sandwich is necessary. The material for this application will be a polyimide or silicone base compound.

A syntactic foam, formulated from a DuPont polyimide resin and Emerson and Cuming glass spheres, has been developed for edge filling, vent hole sealing, and sealing of tool holes and fastener heads in sandwich assemblies. It can also be used to encapsulate electrical components. Unlike conventional syntactic foams of epoxy resins with phenolic spheres that are thermally stable to 300°F, the polyimide glass sphere syntactic foam is suitable for continuous use at elevated temperatures to 550°F.

The syntactic foam prior to curing is putty like in consistency. Thus it can be trowelled onto surfaces, molded to shape, or injected into cavities. The material is heat cured in a manner similar to the structural polyimide foam. Foams in densities ranging from 10 to 30 lbs/ft<sup>3</sup> have been prepared. The syntactic foams have compressive strengths of 10,000 to 20,000 psi and tensile shear strengths of 1000 to 2000 psi at 500°F.

A Boeing developed temperature resistant structural polyimide foam will be used for composite structure where bonding to extrusions such as spars, rib caps, and fittings as required. Some other applications are core splicing, core stabilization, and gap filling.

The foam has been successfully utilized in test hardware fabrication such as the leading edge slat and the leading edge wedge depicted in Figs. 3-29 and 3-30. Structural polyimide foam adhesive in tape form was used to bond the titanium spar to the core on both assemblies. Pourable foam was used to bond fittings in-place and to stabilize the core cells at the forward edge of the wedge assembly. Tape structural foam was used to bond extrusions to honeycomb core in the fuel cell door assembly as shown in Fig. 3-31. These parts will be tested under various conditions simulating supersonic flight environments.

Structural foam compressive and embedment strengths have been determined on specimens fabricated from assemblies in which metal strips were foam bonded in a block of honeycomb core. The embedment strength was determined by pulling the strips from the core. The compressive

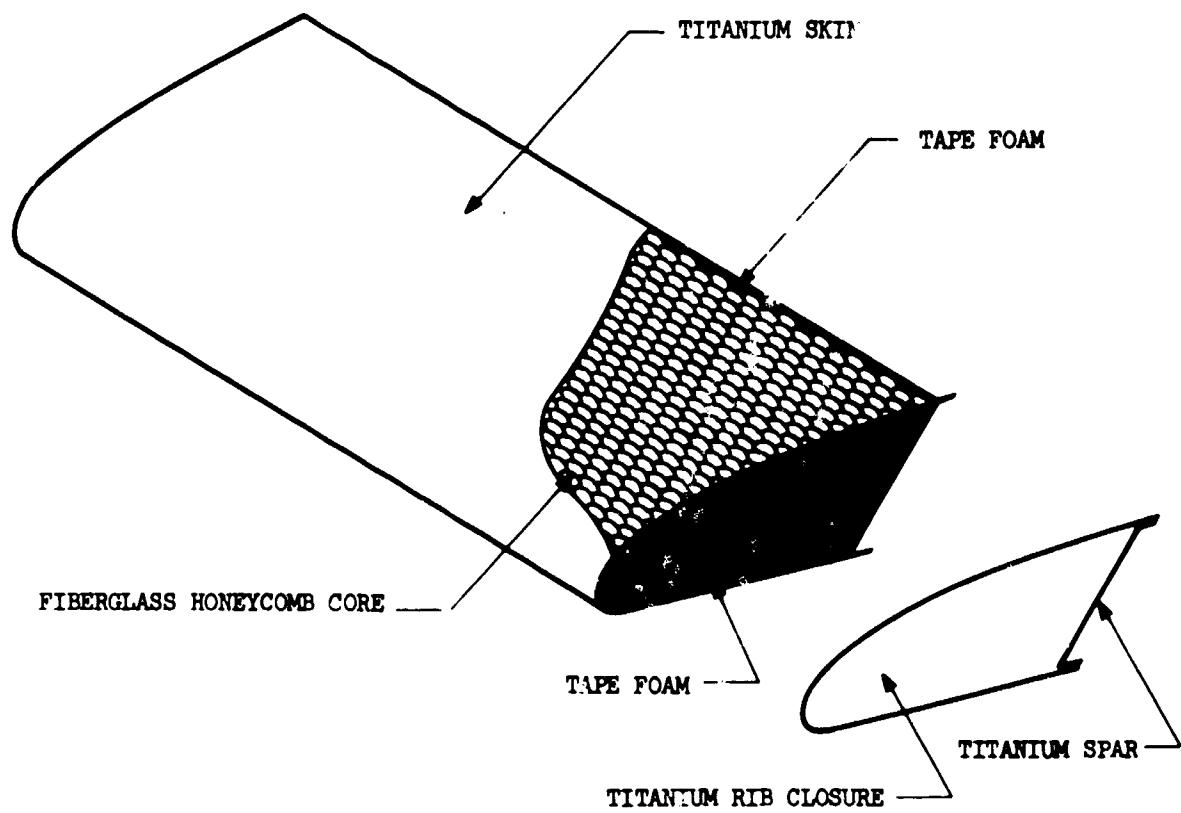


Figure 3-29. Leading Edge Slat

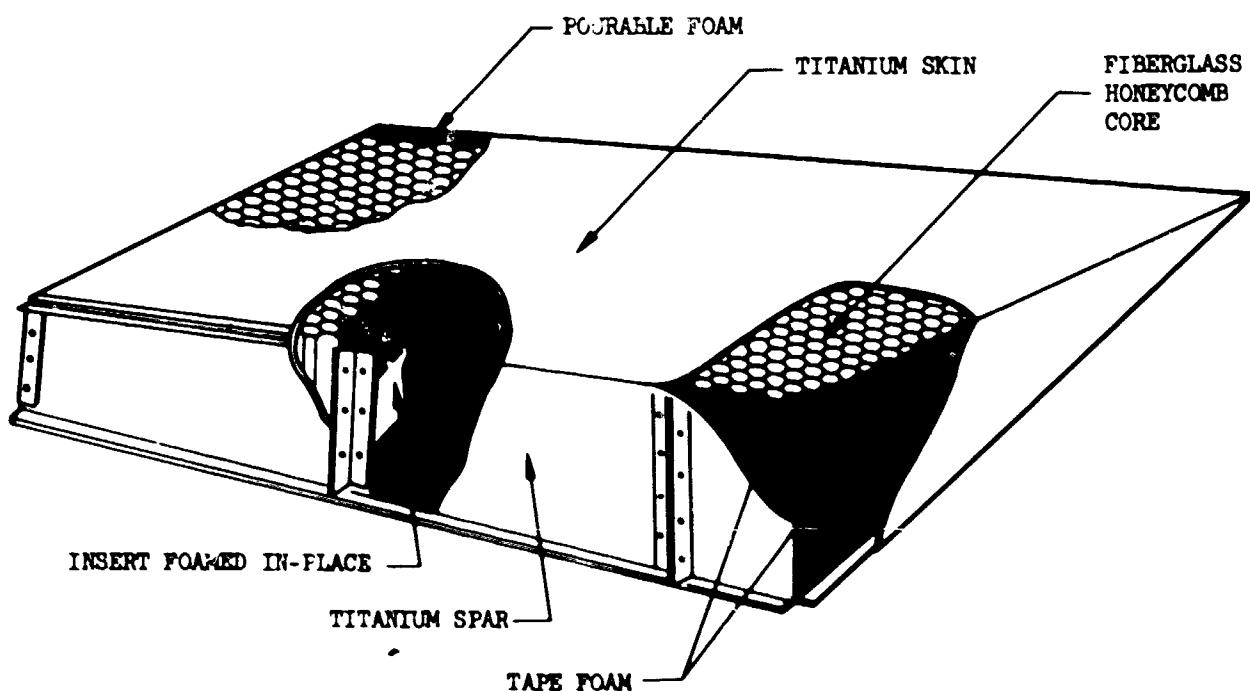


Figure 3-30. Leading Edge Wedge

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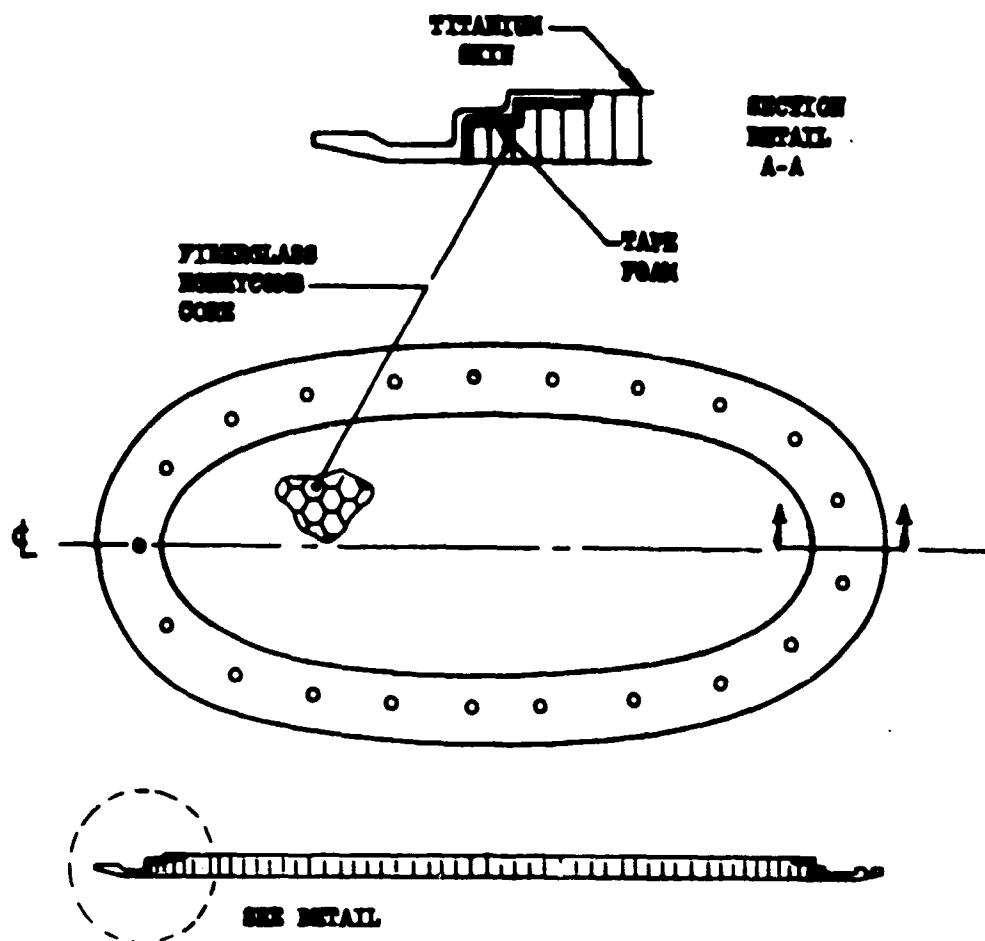


Figure 3-31. Fuel Cell Door

strength specimens were also used for density determination. Embedment and compressive strengths are tabulated in Table 3-D. The currently used structural foam requirements are included in this table for comparison. It can be seen that structural polyimide foam far exceeds the existing requirements. These foams can be applied either before or after the sandwich structure is cured. The cure cycles for the polyimide based foams are similar to those used on other polyimide structure.

### 3.2.7 Sandwich Properties

Typical honeycomb sandwich properties are shown in Table 3-E.

Sandwich panels were fabricated to B-2707 design requirements using polyimide, polybenzimidazole, and phenolic resin systems. These structures were sonic fatigue tested at room temperature and after thermal exposure. Results of these

tests are shown in Table 3-F (Ref. 23). The superiority of polyimide resin systems is clearly demonstrated. After 3434 hours of exposure, only the polyimide resin system retained a measurable resistance to sonic vibration. Additional sonic testing results are shown in V2-B2707-9.

A representative sandwich edge bond cross section configuration is schematically illustrated in Fig. 3-32. In simulated lightning strike tests this configuration resisted a charge transfer of 400 coulombs as shown in Fig. 3-33. By comparison, an all titanium bonded sandwich was punctured by a charge of 100 coulombs as shown in Fig. 3-34.

### 3.2.8 Inspection Techniques

The quality of bonded honeycomb sandwich is assured by control of raw materials, in process inspection, statistical sampling and testing of

**Table 3-D. Mechanical Properties of Foams**

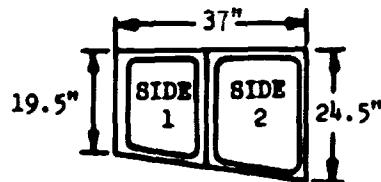
| Foam Type<br>And Tests | Current<br>Structural<br>Foam Requirements<br>For Commercial<br>Airplanes | Structural<br>Polyimide<br>Foam<br>Properties |
|------------------------|---|---|
| Pourable Foam          |   |   |
| Embedment              | 1600 lbs  | 2200 lbs                                      |
| Compression            | 2400 psi  | 3900 psi                                      |
| Tape Foam              |   |   |
| Embedment              | 1400 lbs  | 3200 lbs                                      |
| Compression            | 2400 psi  | 4600 psi                                      |

**Table 3-E. Typical Sandwich Properties**

|                               | Psi at<br>Room Temp. | Psi at<br>$450^{\circ}\text{F}$ |
|-------------------------------|----------------------|---------------------------------|
| Flatwise Tension              | 700                  | 500                             |
| Edgewise Compression          | 140,000              | 104,000                         |
| Long Beam Flexure, Strength   |                      |                                 |
| Glass Face Compression Stress | 45,000               | 27,000                          |
| Glass Face Tension Stress     | 51,000               |                                 |

X

Table 3-F. Sandwich Sonic Fatigue Test Results



| Panel No. | Construction Materials                          | Test Data - Side 1   | Test Data - Side 2  |
|-----------|---|--|---|
| 1         | Resin-Narmco 1850<br>Adhesive-Polybenzimidazole | <u>255 cps</u><br>60 Min at 160 db<br>60 Min at 165 db<br>16 Min at 168 db<br><br>Failed skin to core bond                       | <u>201 cps</u><br>60 Min at 160 db<br>39 Min at 165 db<br><br>Failed skin to core bond                |
| 2         | Resin-Polyimide<br>Adhesive-Parent Resin        | <u>200 cps</u><br>60 Min at 160 db<br>60 Min at 165 db<br>60 Min at 168 db<br>37 Min at 170 db<br><br>Inner skin cracked         | * <u>175 cps</u><br>60 Min at 160 db<br>39 Min at 165 db<br>1 Min at 168 db<br><br>Inner skin cracked |
| 3         | Resin-Narmco 1850<br>Adhesive-Polybenzimidazole | <u>286 cps</u><br>30 Min at 160 db<br>120 Min at 165 db<br>120 Min at 168 db<br>22 Min at 172 db<br><br>Failed skin to core bond | * No strength remained after soak   |
| 4         | Resin-Fiberite 1255<br>Adhesive-Parent Resin    | <u>236 cps</u><br>60 Min at 160 db<br>60 Min at 165 db<br>2 Min at 168 db<br><br>Failed skin to core bond                        | * No strength remained after soak   |

\* These Three Panels Soaked for 3,434 Hours at 450° F  
Ref. 23.

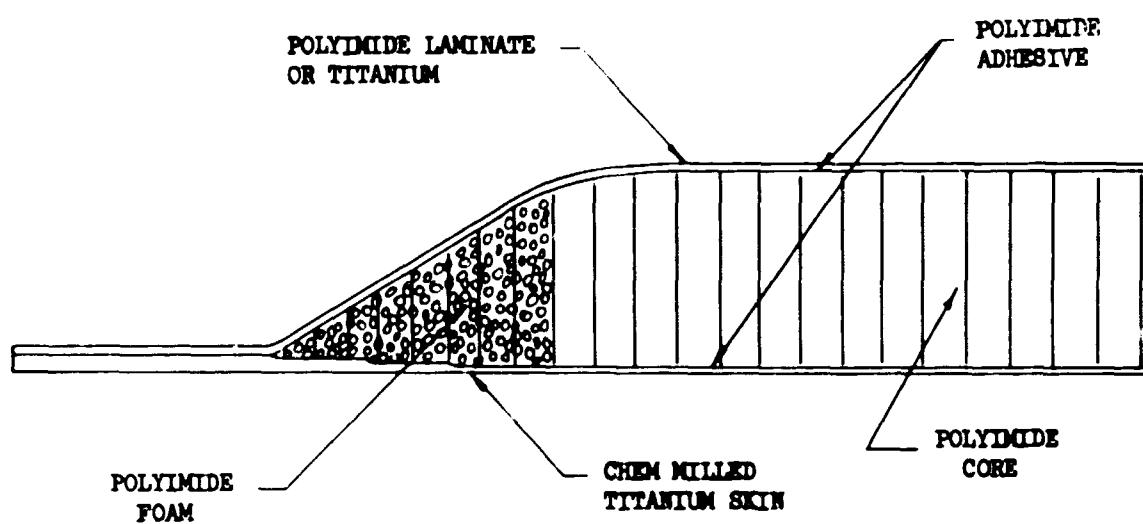


Figure 3-32. Typical Sandwich Construction



(DEFINITION PAGE) .005 Ti Gal-Al LAYER SKIN  
.400 POLYIMIDE HONEYCOMB CORE  
.010 Ti Gal-Al EXTERIOR SKIN  
14.4 CORDBED DR. CHARGE

Figure 3-33. Lightning Strike Test Panel  
(Polyimide Honeycomb Core)



(DEFINITION PAGE) .010 Ti Gal-Al LAYER SKIN  
.50 TITANIUM CORE  
.010 Ti Gal-Al EXTERIOR SKIN  
(100 CORDBED DR. CHARGE)

Figure 3-34. Lightning Strike Test Panel  
(Titanium Honeycomb Core)

simulated production parts, and non-destructive testing. Boeing philosophy is to continue to develop nondestructive testing techniques to effect as reliable quality as is presently maintained but at decreased costs.

The methods and equipment under investigation for nondestructive testing of bonded sandwich structure include:

- a. Sonic resonator techniques
- b. Fokker Bond Tester techniques
- c. Liquid crystal methods
- d. X-ray techniques
- e. Test coupons
- f. Tap test

A sonic resonator is currently undergoing evaluation with the following objectives:

- To develop it for optimum sensitivity to defects in bonded sandwich structures.
- To implement inspection of production panels.
- To establish a statistical confidence level for the instrument and operators as an inspection system.

The resonator consists of a piezoelectric crystal probe connected to a central control module with a tunable signal generator, impedance bridge, amplifier, and null detector. Its operation requires that the transducer be placed on a known standard structure using a coupling agent such as glycerin. The detector is zeroed, then the crystal probe is placed on the area to be inspected. A damaged or unbonded area will cause an electrical imbalance resulting in an up-scale reading on the detector. The instrument response to voids in bond line of metal faced sandwich is excellent. Unbonded areas can be detected by testing from either side. Fractured polyimide core can also be detected.

The limits of defect detection and operator reliability were evaluated by dropping a steel ball, one inch in diameter, from known heights onto a bonded panel assembly. Results obtained were taken from a meter with a scale range from 0 to 100 (see Table 3-G).

Table 3-G. Sonic Resonator Calibration

| Height of Ball<br>Dropped (Inches) | Average Reading |
|------------------------------------|-----------------|
| 0                                  | 2               |
| 8                                  | 5               |
| 12                                 | 7               |
| 16                                 | 15              |
| 24                                 | 31              |
| 28                                 | 54              |

In most instances the instrument showed excellent reproducibility for different operators. The maximum deviation from the average was  $\pm 4$  units.

The Fokker Bond Tester operates in much the same manner as the sonic resonator. This equipment has been automated and is capable of testing large panel areas with high reliability and minimum personnel.

Thermal transmission techniques represent an entirely different approach to nondestructive test procedures. Surface temperature measurements are used to detect internal flaws in metal and non-metal bonded structures. Variations in surface temperatures arise due to distortions of normal heat flow patterns as a result of voice and other bonding defects. Infrared radiometers have been frequently used for surface temperature measurements needed to discover these flaws. However, radiometers are limited to point or line measurements and, because of this, are time consuming when inspecting large areas. The application of a heat sensitive coating to the surface being studied represents the more practical approach to this test method. Cholesteric crystals represent a group of heat sensitive compounds which can be easily adapted to thermal transmission techniques. These compounds in the liquid state, exhibit optical properties normally associated with solids. They may be divided into nematic, smetic, and cholesteric mesophases. The cholesteric mesophases have the most striking optical characteristics; for example, the color response has a sensitivity such that a difference of  $1^{\circ}\text{F}$  changes a red background to blue. The application of liquid crystals involves the use of a black, water soluble, background paint. The crystal mixture is brushed or sprayed over the background of the part to be tested. To check the surface for bonding defects, the crystals are heated slightly above their transition range and are then cooled by air. Rapid heating and cooling of the surface results

in greatest sensitivity to bonding anomalies. If the part is free of bonding defects, the color consistently changes from violet to red. Heat transmission through defective areas is slower than through an area of acceptable bond when the ambient temperature is quickly lowered. Quality of the bond is indicated by the color differential.

Liquid crystal techniques offer the following advantages:

- a. Relatively simple procedures.
- b. Fast response.
- c. Reversibility—color transition may be noted as the materials are heated or cooled.
- d. Reproducibility—a given mixture will exhibit the same color at the same temperature.
- e. Permanent records may be kept by taking still or movie camera photographs of the color transition.
- f. Low cost—expensive equipment is not required.

Successful tests have been conducted on titanium faced—polyimide core—polyimide faced sandwich structure fabricated with known defect areas.

Acoustic testing techniques or tap test as a method for nondestructive testing is being investigated to determine if a modest amount of automation might make the test more quantitative and meaningful. A metal plunger attached to a special holder is moved by a spring loaded screw. The noise developed, as the part is struck, is detected by an Astatic microphone whose output is filtered, amplified, and displayed on an oscilloscope. This apparatus has been used to detect the presence of localized loosely bonded areas in a honeycomb panel which gave a characteristic dull response when struck. Good correlation of sound, oscilloscope pattern, and panel area defect is found in this procedure.

X-ray techniques, as a nondestructive test method, are useful in examination of small assemblies. However, the high cost and inability to analyze large structures severely limits its use in preference to other methods.

### 3.3 PLASTICS

Application of plastics include heat resistant reinforced plastic parts, radomes, and thermoplastic decorative materials. They have many useful characteristics such as good electrical and thermal insulation, transparency to microwaves, light weight, resistance to fatigue, and exceptional formability. Criteria for selection are based on these properties.

With the exception of the materials specifically engineered to meet the thermal environments of the B-2707 exterior, the majority of these materials have been successfully used on previous commercial airplanes. New materials have been tested and their suitability verified.

These materials are controlled by existing Military, Federal, and company specifications.

**3.3.1 Thermosetting Glass Reinforced Laminates**  
Glass fiber reinforced plastics (GFRP) will find extensive use. The choice of these materials is based on consideration of weight, resistance to the physical and chemical environment, cost, and maintainability. In all cases the selected composites have proven superior to other materials by service experience and laboratory testing. New high temperature resistant polymers are being introduced to meet the thermal, fatigue, and strength requirements.

Woven glass fabric style 181-E with an amino-propylsilane (A-1100) finish, and matrix of polyimide resin has been selected for most applications. Polyimide resins are heat reactive aromatic polymers which can be fabricated by press molding or vacuum bag/autoclave methods. From a manufacturing standpoint, the latter method offers several advantages such as lower tooling costs.

Polyimide resin woven glass fabric laminates are used in areas such as the cabin windshield structure and window spacers and window frames primarily because of their insulating properties shown in Fig. 3-35. Polyimide resin in filament wound and woven fabric laminates will be used in the fabrication of radomes. The processing of polyimide laminates 0.125 in. thick or thicker allows 20 percent of the plies to be dry fabric. The excess resin is uniformly absorbed in the dry fabric and efficient removal of volatiles is required to produce strong polyimide laminates.

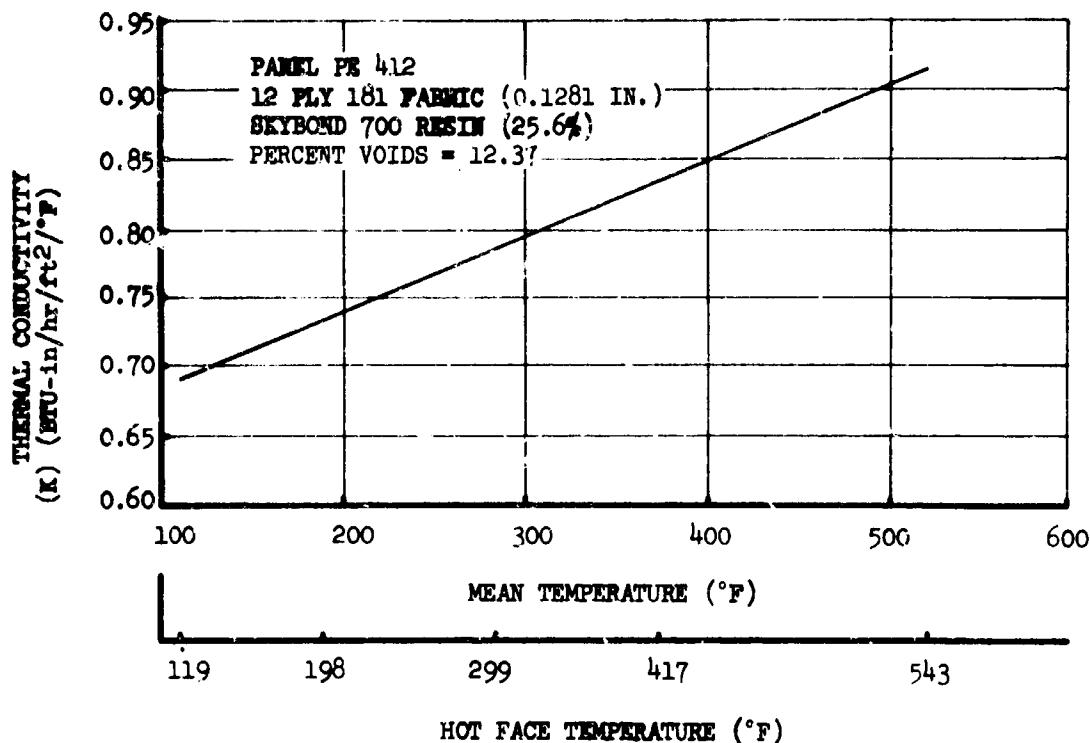


Figure 3-35. Thermal Conductivity, Polyimide Laminates

The ability to reduce the amount of prepreg through the use of dry glass fabric plies reduces the material cost to the level of phenolic and epoxy systems which are used in present commercial airplane. Table 3-H illustrates the physical and mechanical properties of a polyimide laminate 1.11 inches thick with every fifth ply of dry fabric.

Other resin systems such as phenolics meeting requirements of Military Specification MIL-R-9299 and epoxies meeting requirements of Military Specification MIL-R-9300 will be used where the maximum temperatures encountered are below 250°F. Nonwoven glass fabric will be used where high directional strengths, abrasion resistance, and impact strength are required. These materials are readily available and design properties are described in Boeing Design Manual, Document D-5000.

### 3.3.2 Radomes

Woven glass cloth or glass filaments, laminated with a thermosetting resin, are customarily used for airplane radome construction. These composites can be tailored to make a satisfactory compromise between structural and electrical requirements.

Polyimide resins were selected for use in the radome. Candidate resin systems included diphenyl oxides, polybenzimidazoles, polyarylene ether phenols, and silicones. Only polyimides and silicones had the required thermal stability. Silicone resin systems were inferior to polyimides in mechanical strength as shown in Fig. 3-36.

Electrically, the polyimide laminate system is a superior radome material. Data presented in Fig. 3-37 indicate a good level and good stability of dielectric properties from room temperature to 500°F.

The polyimide resin system is adaptable to the glass filament winding process. Excellent results with the polyimide glass filament winding process have been obtained and verified in the fabrication of subscale radomes having good mechanical and electrical properties as shown in Table 3-I.

Materials and processes are also available for the polyimide glass fiber honeycomb sandwich design. Polyimide glass fabric honeycomb core has been developed with excellent mechanical properties at elevated temperatures. Section 3.2.2 provides a detailed discussion of reinforced polyimide core material. Adhesives suitable for

**Table 3-H. Physical Properties of Thick Polyimide Laminates**

| Panel Area | Resin Content Percent | Specific Gravity | Interlaminar Shear Strength | Interlaminar Shear After 3 Hrs. Water Boil — Avg. PSI |
|------------|-----------------------|------------------|-----------------------------|---|
| Top        | 23.9                  | 1.59             | 2324                        | 1860  |
| Center     | 23.6                  | 1.58             | 2360                        | 2272  |
| Bottom     | 22.9                  | 1.61             | 2390                        | 2108  |

Panel thickness 1.11 inch, 93 plies of polyimide impregnated 181 E glass fabric, plus 23 dry plies of 181 E glass fabric. All values shown are the average of 4 or more specimens.

**Table 3-I. Properties of Polyimide NOL Rings, S Glass**

| EDGEWISE COMPRESSION STRENGTH (Circ Direction)            |  |            |
|---|--|------------|
| No previous exposure, tested at room temperature          |  | 51,000 psi |
| No previous exposure, tested at 500° F                    |  | 49,000 psi |
| Exposed 1,000 hours at 500° F, tested at room temperature |  | 31,000 psi |
| Exposed 1,000 hours at 500° F, tested at 500° F           |  | 29,000 psi |
| TENSILE STRENGTH (Circ Direction)                         |  |            |
| No previous exposure, tested at room temperature          |  | 87,000 psi |
| DIELECTRIC CONSTANT (9,375 MC)                            |  |            |
| No previous exposure, tested at room temperature          |  | 3.9        |
| No previous exposure, tested at 500° F                    |  | 4.0        |
| NOL INTERLAMINAR SHEAR                                    |  |            |
| No previous exposure, tested at 500° F                    |  | 3,000 psi  |
| Exposed 500 hours at 500° F, tested at 500° F             |  | 3,000 psi  |

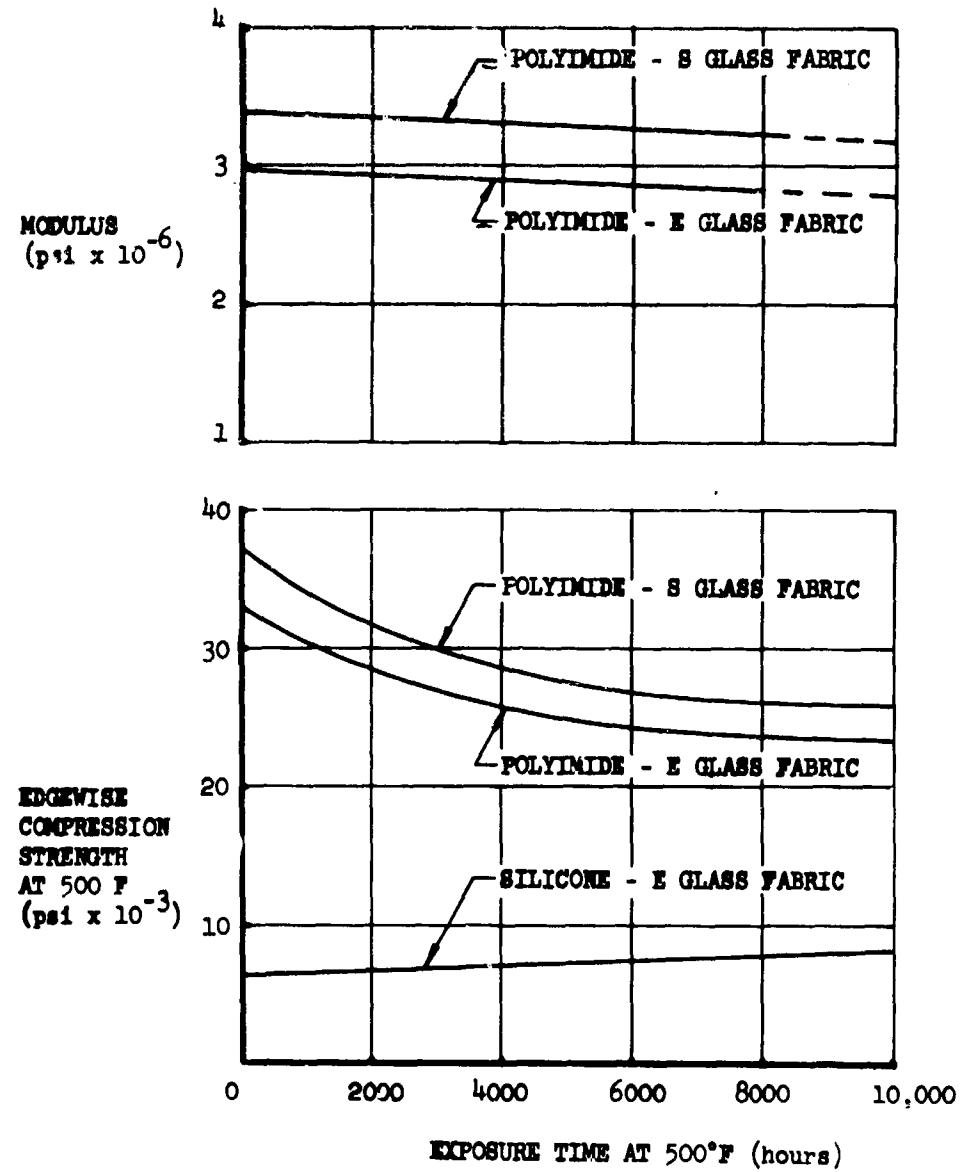


Figure 3-36. Mechanical Properties, Silicone and Polyimide Laminates

V2-B2707-3

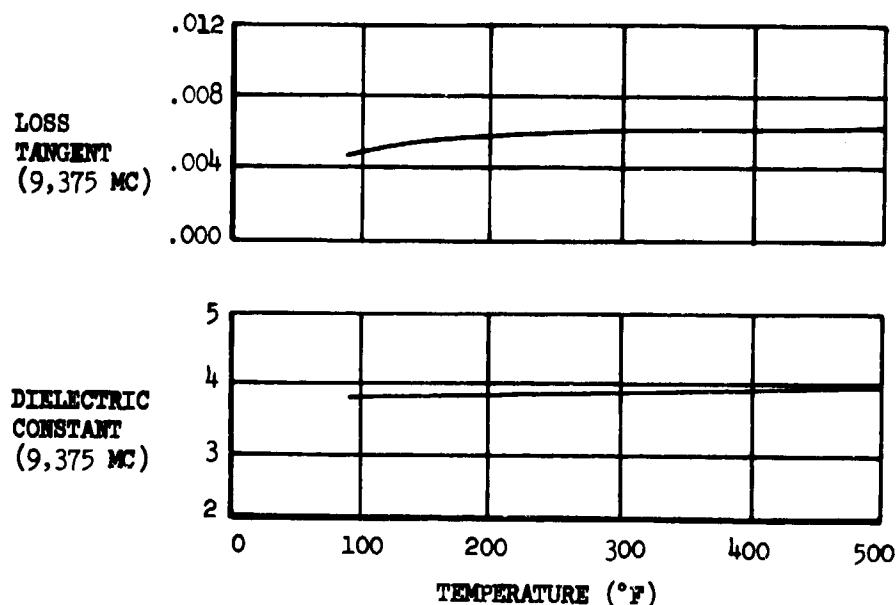


Figure 3-37. Dielectric Properties, E Glass Laminates

bonding honeycomb to faces have developed a tensile lap shear strength of 3300 psi and a honeycomb sandwich climbing peel strength of 28 in.-lb per 3-in. width at room temperature. This is the same adhesive (without additives) proposed for structural sandwich bonding.

Polyimide preps can be readily used in the layup of contoured assemblies and honeycomb sandwich end closures. The material is easily tacked, draped, and formed into position in the curing tool.

Rain erosion materials and anti-static coating for applications on radomes are described in Par. 3.8.5, and 3.8.6.

Sealing of solid laminate radomes is accomplished by repeated applications of polyimide resin to the surface followed by a primary cure cycle. Reduction of void content to a level below 5 percent is achieved and a process development utilizing a pressure impregnation technique is expected to result in improvement beyond this level.

The Boeing Company subcontracted with Brunswick Corporation for the design and fabrication of a nose weather radar radome under Contract No. 6-221427 and controlled by Boeing Document D6-9881. The material selection was made from a literature survey by both Brunswick and Boeing personnel from data available under company and

Air Force funded programs. The studies were based upon selection of resin and reinforcements with respect to predicted:

- Electrical performance
- Structural performance
- Weight
- Costs of materials
- Ease of manufacture
- Reliability
- Availability of material

A polyimide resin system which indicated superior strength after exposure to environment of the B-2707 was PI 3301, a DuPont resin, with high strength glass filament S-1014. Two glass finishes are being evaluated with this reinforcement, a diphenyl oxide and a polyimide. These finishes were developed by Ironsides Resin Co.

The data generated during the development phase indicates the design objectives of the weather radar radome can be met. The design data generated has been obtained from analysis of flat panels, subscale models, and standard test specimens. Typical test results are presented in Table 3-I.

### **3.3.3 Molding Compounds**

Press-molded glass-fiber reinforced plastics will be used for nonstructural equipment boxes and covers where the primary considerations include dielectric strength and electrical resistivity.

Low-pressure molded-glass fiber reinforced plastics will be used for air ducts. Except in areas requiring the thermal resistance provided by the polyimide resin system, conventional resin systems meeting requirements of current military specifications will be used. Glass fabric reinforced plastic air ducts offer maximum rigidity, minimum weight, and low cost in designs that require abrupt changes in cross sectional shape or contour. Boeing developed GFRP surfaced foam ducts offer an efficient low pressure air distribution system at minimum noise and vibration levels.

These materials have been successfully used on military and commercial airplanes.

### **3.3.4 Potting and Casting**

High and low temperature resistant electrical potting and casting materials are available to fulfill all requirements established by B-2707 environments. Silicones and epoxies are used extensively. Materials and process specifications have been written for these materials. Syntactic polyimide pottings have been developed for use in areas where strength at elevated temperatures are required. Advanced materials, such as metacarborane based polysiloxane, are also being investigated for elevated temperature potting applications. For additional information on electrical potting and sealing compounds, see Par. 3.6.2(c).

### **3.3.5 Thermoplastics**

Thermoplastic materials will, in general, be used in nonstructural applications such as interior decorative surfacing and edging, electrical insulators, electrical thermal strips, wire bundle clamps, hangers, retainer clips, and equipment housings. They are available at low cost with a variety of properties, are light weight, and can be fabricated by injection molding, extruding, blow molding, and heat forming. They will be selected for the specific applications to satisfy design criteria and will be procured to existing specification. For interior applications of thermoplastics refer to Sec. 3.5.

## **3.4 TRANSPARENCIES**

Requirements of the transparent areas vary

depending upon the location. Windshields must allow excellent visibility at all times, must be provided with rain removal, deicing, and de-fogging systems, and be resistant to impact by birds and hail.

Pilot compartment and passenger windows have less severe requirements imposed and are designed accordingly. An additional feature for passenger convenience is use of light polarizing acrylic panes for manual adjustment of light intensity.

Design allowables properties of window materials appear in Document D-5000, Book 84D1, SST Structural Allowables.

### **3.4.1 Windshields**

Windshields are mounted in the movable nose section, referred to as the forebody, and the crew compartment or cabin. The main purpose of the forebody glazings is to provide visibility during supersonic flight.

Operational temperatures in the windshields will range from -50° to 450°F.

The crew compartment windshields, as shown in Fig. 3-38, will be a combination of monolithic glass, laminated glass, and monolithic plastic panes.

#### **3.4.1.1 Glass**

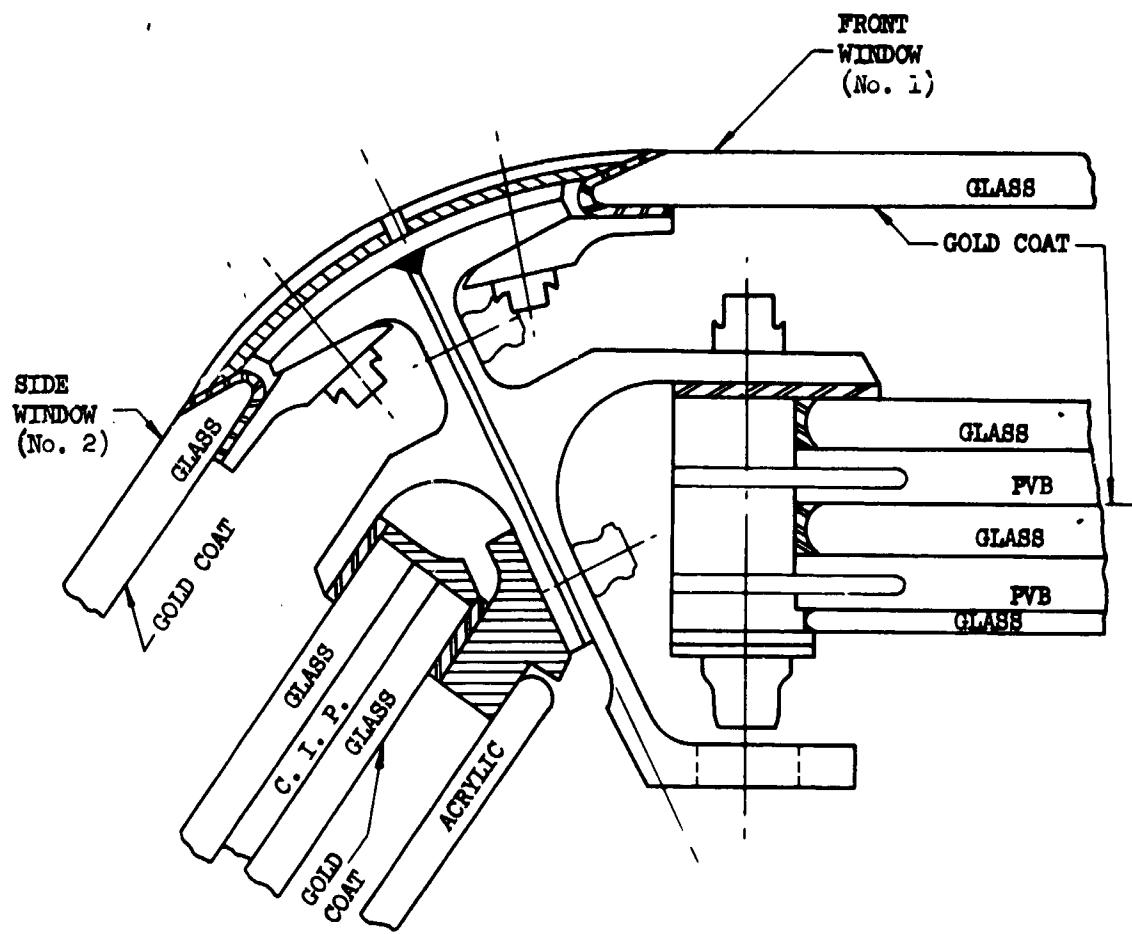
a. Chemically Strengthened Glass  
The ion-exchange strengthening technique has greatly increased the usable strength of glass. Preliminary design allowables for chemically strengthened glass are 40,000 psi, which gives a large weight efficiency advantage over chill tempered soda-lime glass.

A limited number of specimens of an improved glass of this type was tested. The minimum measured modulus of rupture was 79,000 psi, an indication that even higher strengths may be realized in the future. Properties at maximum operating temperature of 450°F will be established.

The size of the fracture pieces of chemically strengthened glass can be controlled, making it suitable for use as a spall shield.

#### **b. Tempered Soda Lime Glass**

Chill tempered soda lime glass is readily available and is proven in service. This glass has a strength allowable of 20,000 psi from 75° to 500°F.



**Figure 3-38. Windshield Configuration**

c. Aluminosilicate Glass

Aluminosilicate glass, which is more expensive than soda lime glass, may be used where there is a requirement for high thermal shock resistance. This resistance is inherent in aluminosilicate glass because of its low coefficient of thermal expansion. A comparison of thermal expansion of soda lime and aluminosilicate glass is shown in Fig. 3-39.

The aluminosilicate glass used will be chill tempered to the same strength (20,000 psi) as soda lime glass.

3.4.1.2 Interlayers

The interlayers of the laminated glazings are required to perform the following functions:

- Retain chips in case of glass breakage.
- Prevent the carcass from entering the control cabin after the bird breaks the glass plies.

- Reduce heat flux through the windshields.
- Reduce reflections.
- Protect delicate electrically conductive coatings.

a. Polyvinyl Butyraldehyde

Polyvinyl butyraldehyde (PVB) is the only interlayer material currently available which has proven birdproofing capability. PVB has known birdproofing capability over a controlled temperature range. The windshield will have an electrically conductive coating to keep the PVB within the birdproofing temperature range during subsonic flight.

b. Silicone

Dow Corning XR 63449 is the leading candidate for the interlayer to be used in all forebody windshields. Although this is a relatively new material,

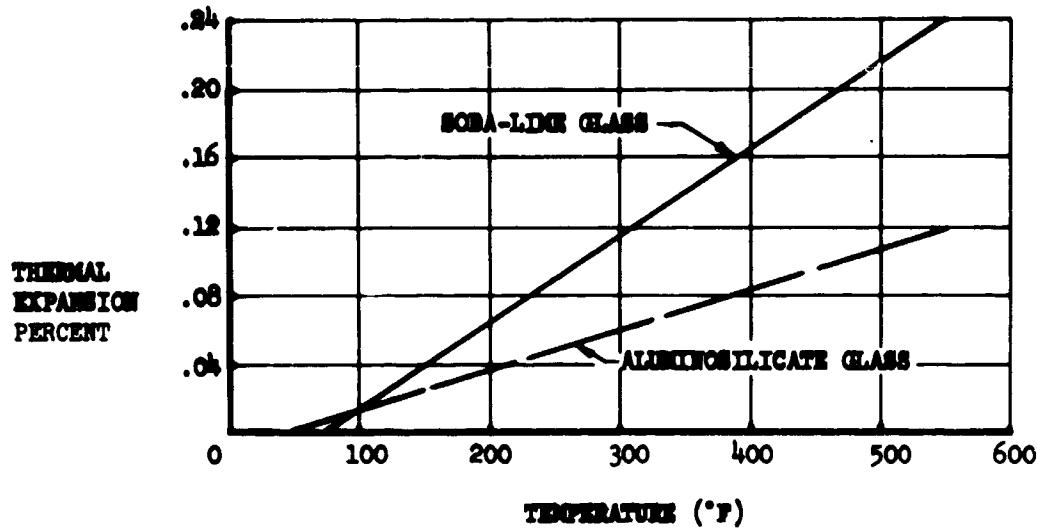


Figure 3-39. Thermal Expansion Soda-Lime and Aluminosilicate Glasses

preliminary test results indicate it is superior to Silastic types K and M interlayer as shown in Table 3-J (Ref. 24).

#### c. Cast-in-Place

Although cast-in-place (CIP) interlayers have been available for several years, it is only recently that CIP materials have shown promise of attaining the strength-elongation properties required for a birdproof interlayer. These newer interlayers are being evaluated.

#### 3.4.1.3 Coatings

The defogging and deicing coatings are of vapor deposited gold. The very low emittance value of these gold coatings acts to reduce heat flux. Coating quality is monitored using the power factors concept in general use throughout the windshield industry. In order that the spectral light transmission through the No. 1 windshield be maintained as high as possible, PE-81-E coating supplied by Liberty Mirror Division of Libbey-Owens-Ford Glass Co. is used for deicing or defogging. Where light transmission requirements are not so severe, the heavier IR-81-E coating will be used because of its superior low emittance properties (0.08 as compared to 0.21). Preliminary light transmission values of these coatings are compared in Fig. 3-40.

On the inner surface of some of the forebody glazings a stannous oxide coating will be used as an IR reflective film. Stannous oxide is more durable and has greater light transmission than gold.

#### 3.4.1.4 Acrylic Sheet Glazing

The interior plies of the side windows will be monolithic stretched acrylic sheets. These inner plies have no pressure retention requirement and their primary function is to provide a second air gap to reduce the temperature of the interior surfaces of the side windows and protect the gold coating. The light weight and superior craze and crack propagation resistance of the stretched acrylic make it especially advantageous.

#### 3.4.1.5 Inserts

Polyimide glass laminates are used for interlayer inserts (for interlayer to frame attachment). Their low thermal conductivity and adhesion to PVB has been verified by tests.

#### 3.4.2 Passenger Windows

The configuration of the passenger windows is shown in Fig. 3-41. Each component has the following features:

##### a. Outboard Pane

Chilled tempered soda lime glass to withstand cabin pressure in case of failure of the center pane. It will have a low emittance gold coating (IR-81-E) over the inboard surface to restrict transmission of heat toward the passenger cabin.

##### b. Middle Pane

Chemically strengthened glass. A low emittance gold coating (IR-81-E) will be applied.

##### c. Inner Pane

Two plies of stretched acrylic each with a light

Table 3-J. Comparative Properties, Silastic Interlayers

| Property   | Type K | Type* M | XR63449       |
|--|--------|---------|---------------|
| Maximum continuous use temperature without discoloration or other degradation. | 300°F  | 325°F   | 400°F         |
| "As laminated" resistance to thermal degradation.                              | Good   | Good    | Superior      |
| Resistance to $\text{SO}_2$ , ultra-violet light degradation.                  | Poor   | Poor    | Good          |
| Maximum use temperature with glass fiber bleeders for outgassing.              | -----  | 400°F   | None required |
| Adhesion to glass  | Good   | Good    | Superior      |

Ref. 24

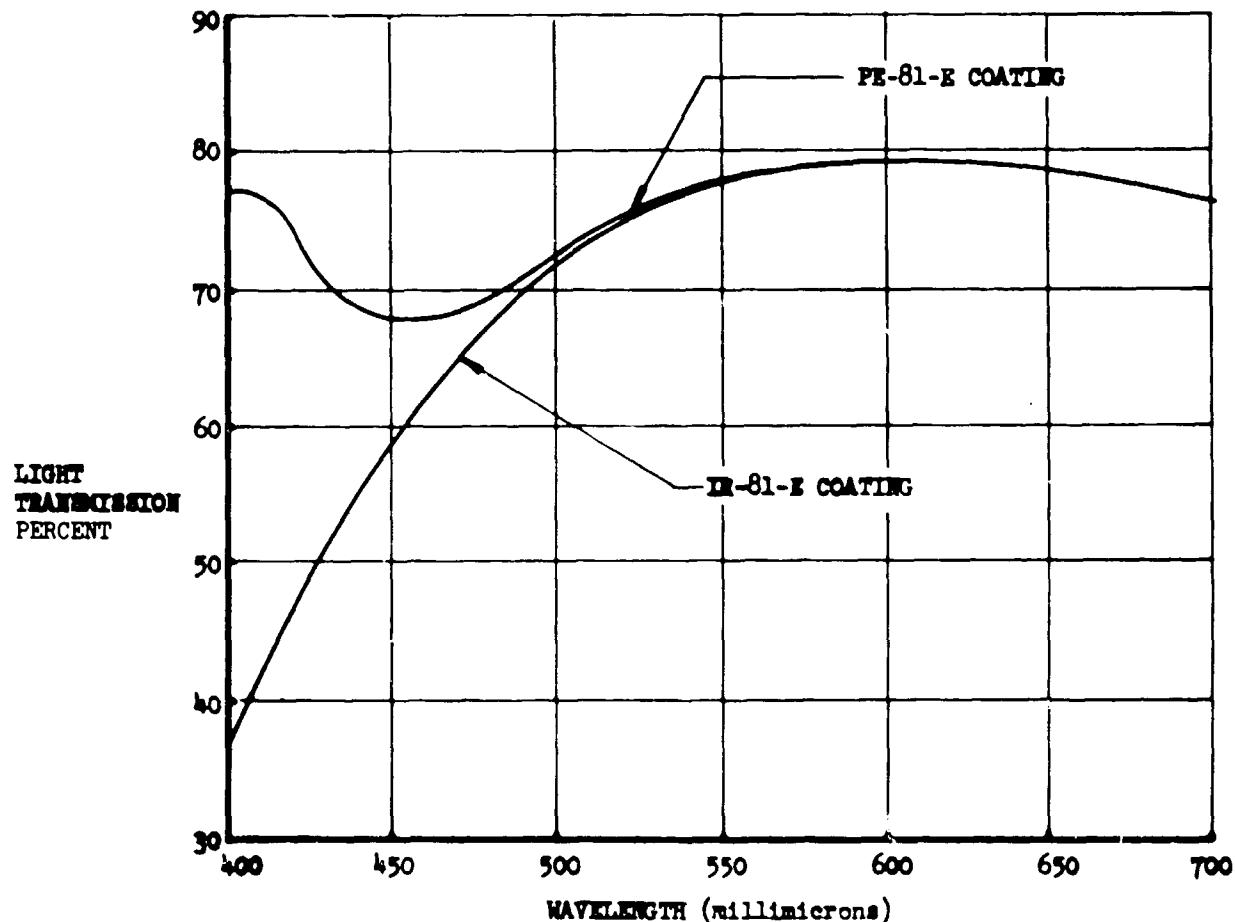


Figure 3-40. Light Transmission of Gold Coating

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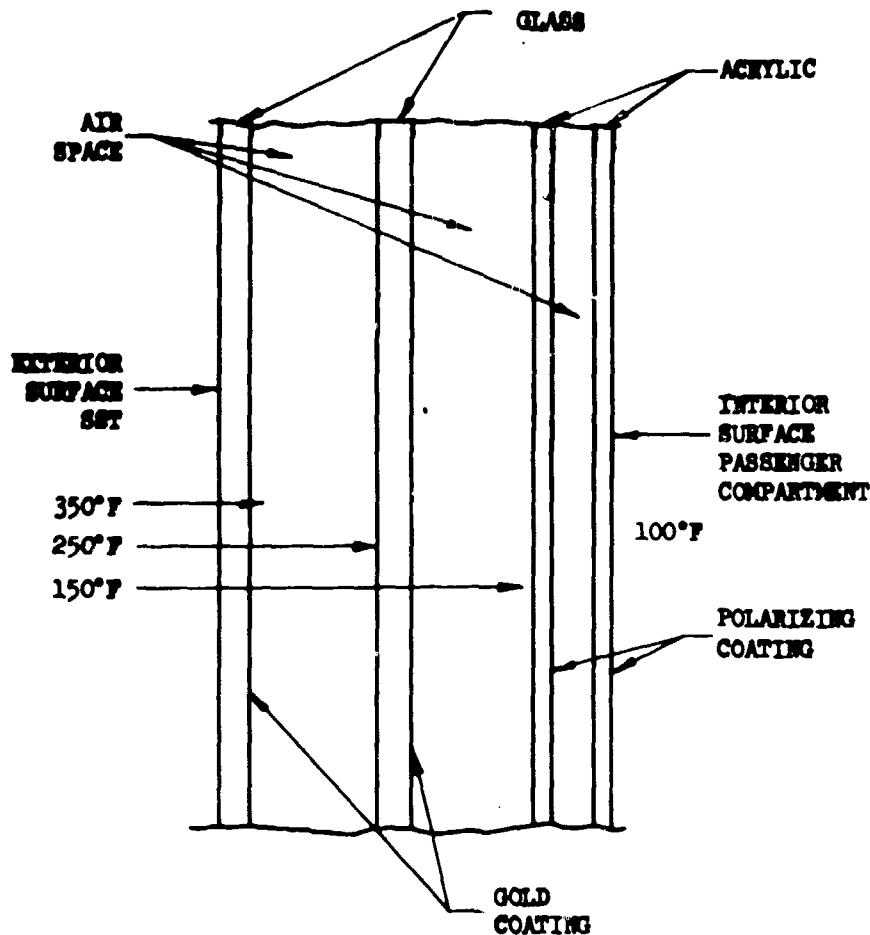


Figure 3-41. Passenger Window Configuration

polarizing film coating, one ply rigidly mounted and the other rotatable by the passenger for the purpose of varying light intensity.

### 3.5 INTERIOR MATERIALS

The primary consideration for interior materials is that their flammability characteristics must provide ample time for evacuation in case of fire. They are especially selected so that their combustion or decomposition products produce a minimum of smoke, odor, toxic gases, or combustibles. These materials include seat cushions, passenger service units, ceiling and wall panels, vent extrusions, floor coverings, upholstery, fabric coverings, and provisions for comfort or esthetic effects. The cabin and cargo areas have the same environment as present commercial airplane and, in general, the criteria for material selection are identical.

Although thermal and acoustical insulations are not customarily considered interior materials, they must meet the same rigid safety requirements while performing their function of controlling temperature gradients.

#### 3.5.1 Interior Furnishings

Testing of over 2000 individually different materials for use as interior furnishings has been performed by The Boeing Company during the past decade. The objective has been to make available to the customer a wide variety of materials that meet all safety requirements, are easily maintained, have long life, and are esthetically attractive.

The results of these tests have been evaluated, published, and submitted to The FAA by Boeing Document D6-1084 (Ref. 25), Evaluation of

**Interior Materials.** The specific properties obtained for the materials tested are used for comparative purposes when evaluating candidate materials.

Increased emphasis is being placed on passenger safety from crash fires. The Bunsen burner type tests required by Federal Standards Service Release (FSSR) No. 453 (Ref. 26) are now used merely for materials screening. These are followed by similar tests on the material in its airplane use attitude; if it is a material for side panels, it is tested in the vertical position rather than horizontal. In addition the 30-30 Inclined Tunnel Test or the ASTM E-84 Tunnel Test, which more realistically simulate cabin fire conditions, are conducted. Tests of candidate materials are in process. Selected materials are tested by firing of a typical furnished cabin interior.

Physical properties and comparisons of candidate materials are given in Table 3-K. The burning, staining, and maintenance characteristics are compared in Table 3-L. These materials are all commercially available in the required forms and conditions for fabrication by conventional methods. They are procured and processed to meet the requirements of military and company specifications.

a. Polysulfone

Polysulfone is a thermoplastic material formulated to provide high temperature resistance and easy fabrication at relatively low temperatures. Injection molding, extrusion, blow molding, and heat forming are used to make such parts as passenger service units, air deflectors, and edgings.

b. Acrylonitrile Butadiene Styrene Polymers (ABS)

The material, better known by the trademarks such as Royalite (U. S. Rubber) and Cycloc (Borg-Warner), is primarily used for large complex interior parts which are fabricated by heat forming.

c. Acrylic Polyvinylchloride Alloy

This material marketed by Rohm and Haas as Kydex is an alloy of acrylic and vinyl chloride polymers. It is available only in sheets for heat forming into decorative components. In general, Kydex can be formed and shaped into components by heat forming methods similar to those of the ABS materials. However, it is capable of being formed to deeper contours, is more fire resistant, and has higher impact strength than other comparable materials.

d. Nylon

Nylon is the generic name for synthetic polyimides principally fabricated by extrusion and injection molding. The material has high impact strength, abrasion resistance, and is extremely resistant to most organic materials. It is generally used for small detail parts where the above properties are design requirements. The polymer is also available in continuous filament and fiber form and is used to produce fabrics and carpeting. It is classed as self extinguishing and generally melts at a temperature below 500°F.

e. High Temperature Resistant Nylon (Nomex)

High temperature resistant nylon is marketed by DuPont under the trademark of Nomex. It is available in short fibers (floc) and smaller particles (fibrils) which can be further processed into paper and felts or continuous filament yarns for weaving into fabrics. These product forms can then be further fabricated to produce component parts such as honeycomb core panels and sheet stock. This material in either form has excellent heat and flame resistance and dimensional stability. It does not melt, but degrades above 700°F to a friable char at a rate proportional to the heat supplied. Any flame produced during oxidation is self extinguishing when the initiating flame is removed. Nomex will be used as surfacing sheets and honeycomb core for wall and ceiling panels, upholstery fabrics, and rug material.

Table 3-K Physical Properties of Interior Materials

| Property and Test Method  | Polysulfone | Nylon    | ABS     | High Temperature Resistant Nylon (NOMEX) | Acrylic-Vinyl (KYDEX) |
|---|-------------|----------|---------|--|-----------------------|
| Specific Gravity D 792  | 1.24        | 1.13     | 1.15    | 1.3                                      | 1.35                  |
| Heat Deflection Temp., °F D 648                                       | 345         | 186      | 180     | 540                                      | 170                   |
| Tensile Strength, psi D 638   | 10,200      | 10,000   | 6000    | 22,000                                   | 5,500                 |
| Tensile Elongation, % D 628   | 50          | 50       | 100     | --                                       | 100                   |
| Flexural Strength, psi D 790  | 15,400      | No break | 10,000  | 24,600                                   | 10,700                |
| Compressive Strength, psi D 695                                       | 13,000      | 12,000   | 6000    | 30,000                                   | 8,400                 |
| Modulus of Elasticity, psi D 638                                      | 390,000     | 175,000  | 150,000 | 790,000                                  | 350,000               |
| Coefficient Thermal Expansion in/in. x 10 <sup>-5</sup> /°F D 696     | 3.1         | 4.0      | 5.0     | 1.0                                      | 3.5                   |
| Coefficient of Thermal Conductivity Btu/ft <sup>2</sup> /in./°F C 177 | 1.8         | 1.4      | 1.3     | 0.9                                      | 1.01                  |
| Abrasion wt. loss in grams D 1044                                     | 0.043       | 0.008    | 0.2     | 0.046                                    | 0.073                 |

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Table 3-L Fire Resistance and Maintainability of Interior Materials

| Material Property | Polysulfone | Nylon    | ABS   | High Temperature Resistant Nylon (NOMEX) | Acrylic Vinyl (KYDEX) |
|-------------------|-------------|----------|-------|--|-----------------------|
| Flammability      | S. E.       | S. E.    | S. E. | S. E.                                    | S. E.                 |
| Smoke             | Low         | Moderate | High  | Very low                                 | High                  |
| Burn Dripping     | No          | Yes      | Yes   | No                                       | Yes                   |
| Staining          | N. A.       | N. A.    | N. A. | ►  | N. A. ►               |
| Maintenance       | Good        | Good     | Good  | ►  | Good                  |

S. E. = Self-extinguishing as defined by ASTM D635, material which does not burn the full length of 4 in. after two ignitions.

N. A. = Not affected by typical staining agents such as nicotine, mustard, coffee, catsup and ballpoint pen ink

► Fibers woven into rigs and fabrics are maintained in the same manner as other synthetic materials. Papers used as honeycomb facings are subject to staining and will require an overlay of Polyvinyl Fluoride for low maintainability.

2 ► Not affected by staining agents except ballpoint pen ink.

#### f. Overlay Films

Films are used to improve abrasion and flame resistance, maintainability, stain resistance, and ease of cleaning. The materials to be used include the following:

- Polyimide film — A high temperature resistant material which does not melt at 800°F and provides excellent barrier properties.
- Fluorocarbon films — Tetrafluoroethylene, vinylidene fluoride, and fluorinated ethylene propylene provides flexible flame resistant coverings for polyurethane cushioning and upholstery.
- Polyvinyl fluoride film — Provides ease of cleaning and abrasion resistance for ceiling and side wall panels.

Properties of flammability, abrasion resistance, and cleanability for these materials are shown in Table 3-M.

#### 3.5.2 Thermal Acoustical Insulation

The thermal-acoustical insulation will consist of fiberglass blankets covered with a metalized coated glass fabric. The fabric metalizing gives it a highly reflective (low emissivity) surface to reflect heat. Densities of this enclosed batting will be 1.0 lb per cubic ft (0.25 lb/ft<sup>2</sup> for a three inch thickness) in passenger areas, and 0.6 lb per cubic ft (.05 lb/ft<sup>2</sup> for a one inch thickness) in cargo areas. This material incorporates a low emissivity additive to decrease thermal conductivity.

Tests have shown that the thermal stability, fire resistance, and water wicking and pickup resistance of the fiberglass batting are satisfactory for use in B-2707 flight environment.

Materials development and selection, including properties, for the fuselage insulation are presented in Document No. V2-B2707-10, Environmental Control.

**Table 3-M Properties of Overlay Films**

| Property  | Materials             |                    |                            |                                |
|---|-----------------------|--------------------|----------------------------|--------------------------------|
|   | Polyimide             | Polyvinyl Fluoride | Tetrafluoro-ethylene       | Fluorinated Ethylene-Propylene |
| Abrasion Resistance Weight loss grams/1000 cycles | 0.004                 | 0.08               | 0.01                       | 0.01                           |
| Flammability                                      | Non-burning to 800° F | Self-extinguishing | Non-burning to 600° F      | Non-burning to 500° F          |
| Cleanability                                      | Good                  | Excellent          | Excellent nonstick surface | Excellent nonstick surface     |

Discussion of acoustical requirements and acoustical performance of the insulation is contained in Document No. V4-B2707-5, Internal Noise.

**3.6 SEALANTS, SEALS, AND ELASTOMERS**  
 Materials for the various forms of sealing are discussed in this section. Basically, the purposes of sealing are to contain fluids or to protect components or structure from adverse environments. Objectives as to the level of containment include zero leakage, the containing of pressure differentials within specified limits, and the prevention of fluid flow.

The containment of fluids encompasses a variety of requirements. Fluids which must be contained include fuel and fuel vapor, engine oil, hydraulic fluid, acids, caustics, water, and air or other gases required for the operation of the airplane.

Electrical components must be sealed and stabilized for protection against the effects of shock, vibration, moisture, and other adverse environments. Discontinuities on the airplane surfaces must be sealed to provide aerodynamic smoothness. Failure to achieve maximum surface smoothness will locally magnify the effects of aerodynamic heating and drag. Various locations on the airplane exterior must also be sealed to prevent the entry of water and other fluids.

Fuel tank thermal insulation is used to control the temperature of the fuel resulting from aerodynamic heating. This is necessary to prevent fuel degradation and coking and also to allow the fuel to be used as a heat sink for subsystems.

Sealants, seals, and elastomers will be procured and processed in accordance with company specifications. A Boeing document will define specific design criteria and process requirements for sealing. These specifications will ensure that only proven materials and manufacturing techniques are used.

#### 3.6.1 Fuel Tank Sealants and Insulation

a. **Fuel Tank Sealing**  
 Fluorosilicone sealant materials have been selected for sealing integral fuel tanks and other areas requiring fuel resistance.

Fillet, faying surface, injection, and isolation seals will be used in conjunction with self sealing rivets. The basic method is fillet sealing since it is a post assembly operation and does not require the close scheduling of faying surface sealing and is easily repaired in service.

Integral fuel tank design criteria are based on extensive experience in design and sealing of commercial airplanes. This sealing process has been successfully demonstrated on a full scale outboard wing box and several subscale fuel tanks.

Fuel sealants are exposed to temperatures ranging from -50 to 450°F, fuel with fuel vapor at the higher temperatures, and structural flexing. Bulk fuel temperatures do not exceed 180°F, but the small quantities of fuel remaining in tanks that are emptied early in the flight are at an average temperature of approximately 250°F.

A functional screening test was devised to test fuel sealants. It consists of environmental exposure, shear loading, and leak testing of a sealed panel. A typical panel is shown in Fig. 3-42. The environmental cycle consists of 72 hours at 250°F in referee fuel conforming to requirements of military specification MIL-J-5161 grade II followed by 16 hours at 400°F in a nitrogen-fuel vapor atmosphere. The 250°F fuel exposure temperature was chosen as an average value for the residual fuel. Nitrogen used for maintaining the inert atmosphere contains a small percentage of oxygen approximating the concentration encountered at the cruising altitude. After several cycles of environmental exposure, the panel is shear loaded at -65°F to produce joint deflections of 0.010 inch and subsequently leak tested. If leakage is not detected, the panel is recycled and tested until leakage occurs. Results of testing are given in Fig. 3-43. Dow Corning 94-002 fluorosilicone fillet sealant has completed 5000 hours of simulated service with no leakage. The test is continuing.

Physical properties of Dow Corning 94-002 filleting sealant before and after environmental cycling are shown in Fig. 3-44. This sealant passed a low temperature flexibility test in accordance with Military Specification MIL-S-8802 after 1344 hours of exposure. Tests for adhesion have shown that solvent cleaning and priming of Ti 6Al-4V are sufficient to promote adhesive strengths which exceed the cohesive strengths before and after environmental exposure.

Dow Corning 94-002 is capable of withstanding the operating temperature environment of the B-2707. Variations in behavior at elevated temperature have been observed. However, data shown in Fig. 3-43 are indicative of achievements possible by improvements in control of compositional limits and processing.

The Boeing Company and Dow Corning are actively engaged in a joint development and evaluation program and are confident that by

1967 a new fluorosilicone sealant formulation will consistently exhibit a 50° to 100°F improvement in thermal capability. A minimum service life of 50,000 hours at a fuel tank temperature of 430° to 450°F is expected.

Tests have been conducted to determine if candidate sealant materials have any detrimental effect on Ti 6Al-4V. The tests involve compression loading of metal strips coated with sealant. Specimens are prepared in the following manner:

- Two metal strips (1 by 4 by 0.050) are cleaned and primed as required.
- Sealant is applied to one side of each strip in a nominal 0.20-in. thickness and cured.
- The two strips are wired tightly together at both ends with the sealant on the outside.
- A 3/3-inch diameter dowel is inserted in the center to bow the specimen and thus stress the metal.

Deflections required to fail the coated specimens before and after exposure to water boil and heat aging are then compared to the values obtained for uncoated specimens. Test results shown in Fig. 3-45 indicate most fuel sealant materials affect Ti 6Al-4V to some degree. Tests are being conducted to determine if Ti 6Al-4V fatigue life is reduced by sealant material and what coatings may be applied to protect the titanium.

Fluorosilicone sealant materials were chosen because of their excellent service life, retention of physical properties, and satisfactory performance in sealing test hardware. Results of the functional test proved fluorosilicone sealants superior to other polymer types.

Viton based sealants were rejected because of unsatisfactory performance in functional tests, detrimental effect on titanium, and poor adhesion.

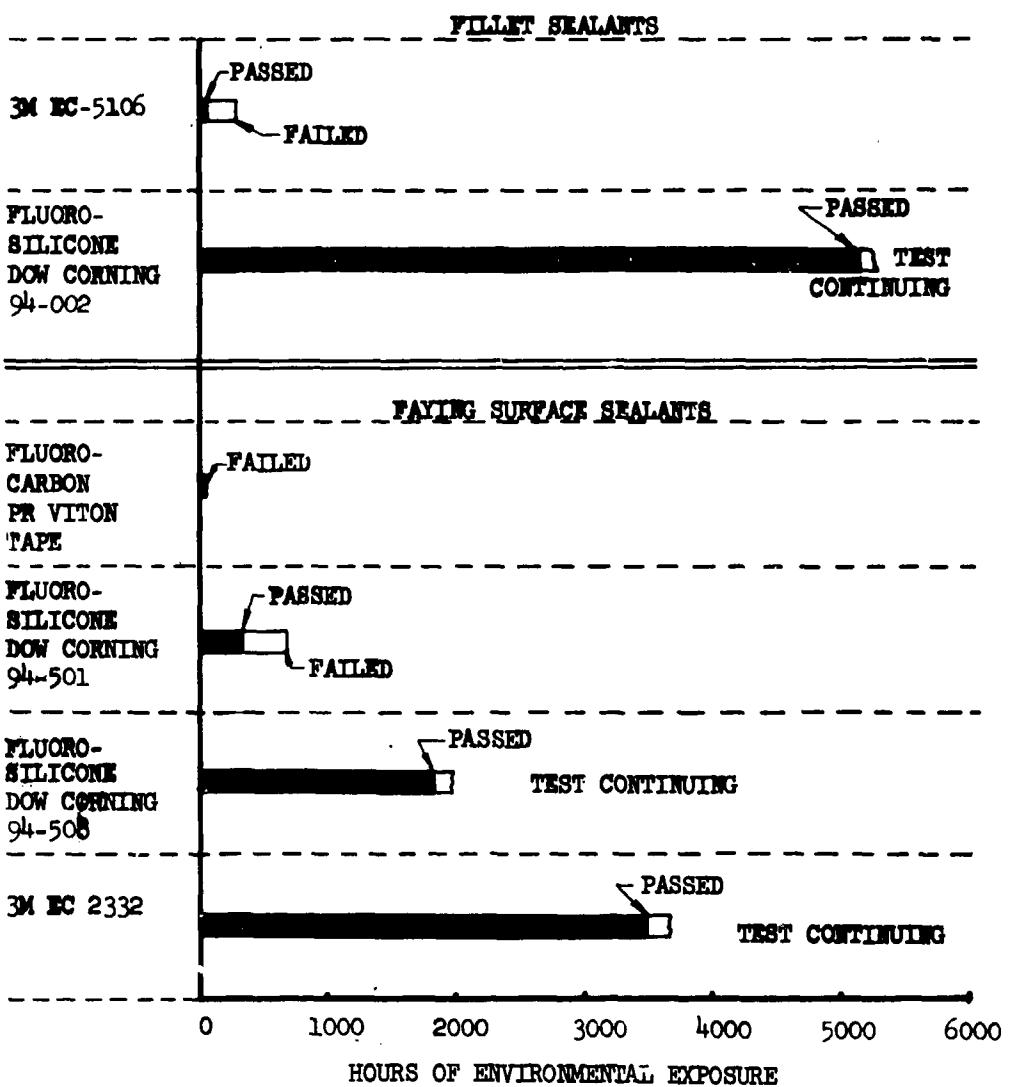
The Air Force Materials Laboratory is conducting a program to improve Viton based sealant materials with emphasis on additives to protect titanium from attack by sealant degradation products.

Other programs under direction of AFML are aimed at producing new base polymers, such as triazine and polyether elastomers, which are



Figure 3-42. Functional Test Device

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*Figure 3-43. Functional Test Results, Fuel Tank Sealants*

expected to provide improved high temperature capability and extended service life. Small scale polymerization of bis (iodoperfluoroalkyl) triazines and bis (perfluoroalkenyl) triazines was successfully performed by Denver Research Institute under Contract No. AF 33(615)-1367. These materials will be given a cursory evaluation, in cooperation with AFML, by The Boeing Company as soon as experimental quantities are available.

b. Fuel Tank Insulating  
A lightweight fluorinated synthetic material designated as B-5037 is selected for insulating

the integral fuel tanks. The density of this material is controlled by the use of lightweight evacuated glass microspheres. The base material used for compounding this insulation is commercially available and can be formulated into sprayable or trowelable forms with various viscosities. The density of the insulation including the fuel barrier is limited to 10 lbs/ft<sup>3</sup>.

The basic function of the fuel tank insulation is to prevent the bulk fuel temperature from exceeding 180°F at any time during supersonic cruise. This must be accomplished with a minimum of insulation weight.

It is necessary that the insulation be capable of withstanding the following conditions:

- Exposure to temperatures of 430° to 450°F.
- Exposure to kerosene fuels at temperatures up to 250°F.
- Compression load of the fuel.
- Deflection imposed by the movements of the wing under loads.

The B-5037 insulation is resistant to the indicated environmental conditions such that the service life of the insulation will equal or exceed that of the airplane.

Satisfactory adhesion to Ti 6Al-4V alloy is obtained by solvent cleaning of the surfaces to be

insulated. An aromatic naphtha based solvent mixture is used for this purpose. After application and cure of the insulation, a fuel barrier material is applied and cured.

Significant physical properties of the selected material are presented in Table 3-N. In addition, the material did not crack or lose adhesion to Ti 6Al-4V alloy when a simulated outboard wing panel was subjected to the following test.

- The insulated panel is subjected to an environmental exposure cycle consisting of 72 hours in JP-5 fuel at 250°F followed by 96 hours in N<sub>2</sub> fuel vapor at 435°F. Subsequent to this exposure the panel is subjected to stresses of 60 ksi tension and 60 ksi compression over a temperature range of -65°F to 450°F at a rate of 60 cycles per minute for 10 hours.

168 Hour cycles consisting of 72 hours at 250°F in JP-5 followed by 96 hours at 400°F with a nitrogen purge.

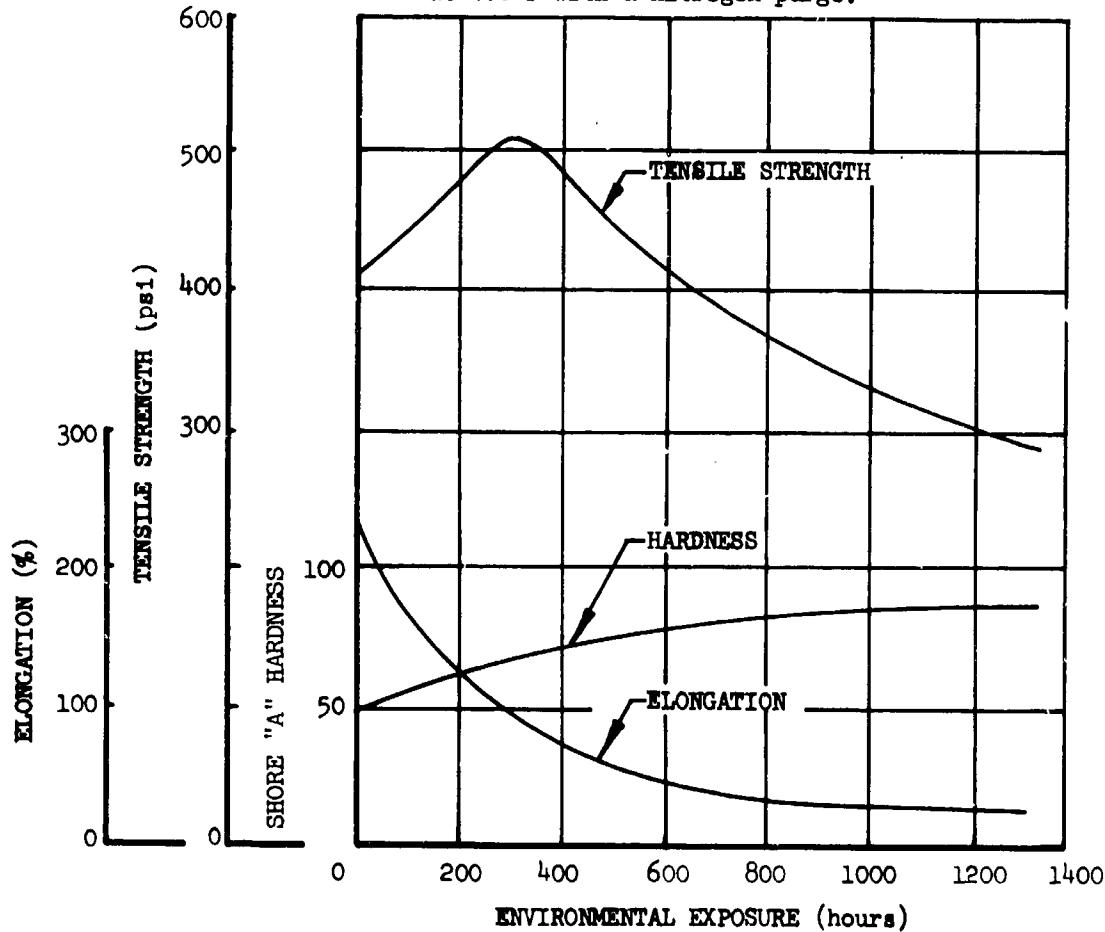


Figure 3-44. Properties of DC 94-062 Sealant

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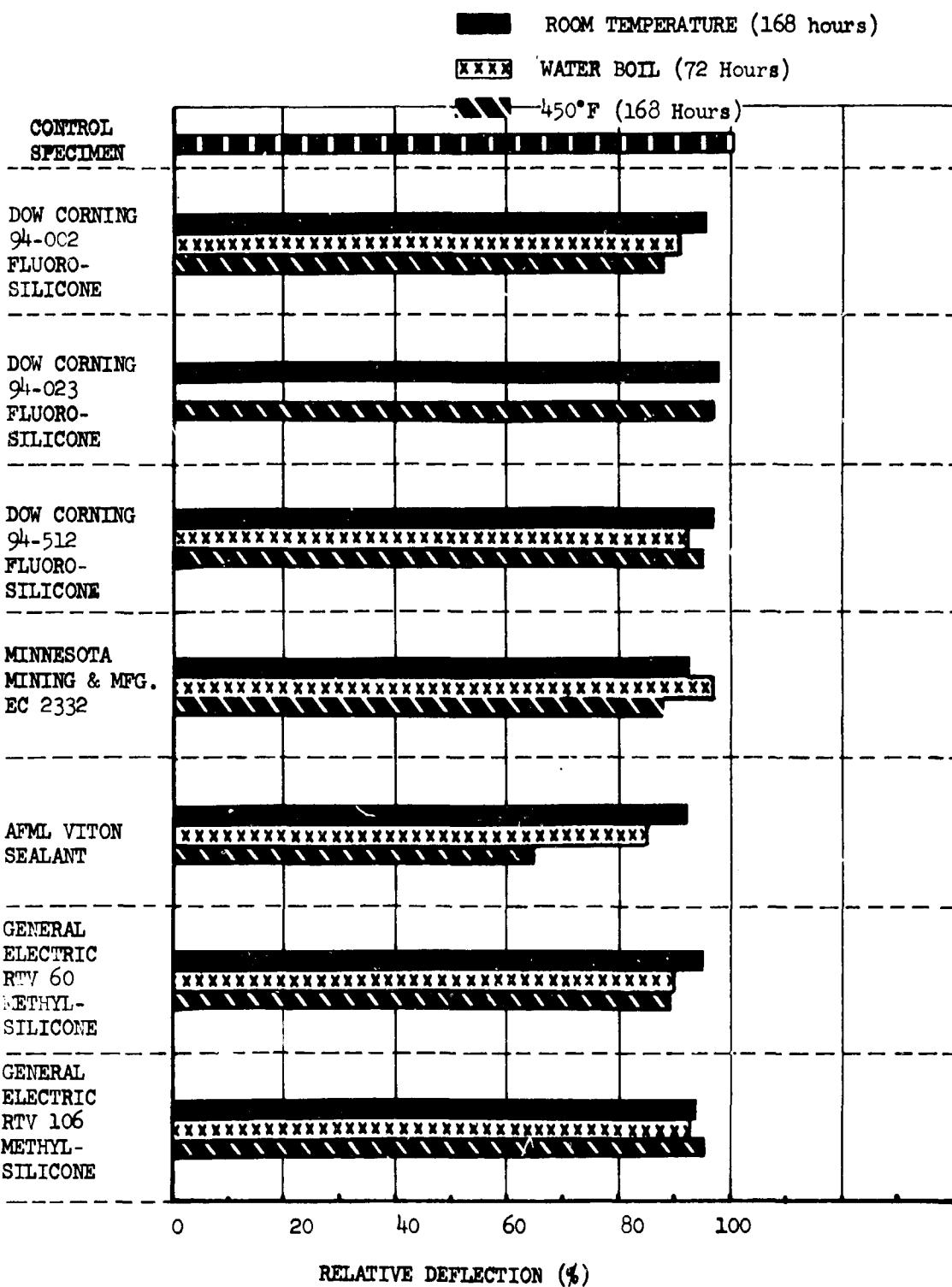


Figure 3-45. Compatibility of Titanium and Sealants

Table 3-N. Fuel Tank Insulation Properties

|  |   |
|--|---|
| DENSITY  | <10 lb/ft <sup>3</sup>  |
| SPECIFIC GRAVITY (MEAN)  | 0.16  |
| THERMAL CONDUCTIVITY, BTU/in./hr./ft <sup>2</sup> /°F<br>Determined at a mean temperature of<br>250°F  | 0.35  |
| FLEXIBILITY AT -65°F (5% strain)   | No cracking   |
| FUEL RESISTANCE<br>14 days at 250°F in JP-5<br>Cycling for 72 hours in JP-5 at 250°F and<br>96 hours in JP-5 vapor and N <sub>2</sub> at 435°F | < 3 percent weight gain<br>15 cycles, no loss of<br>adhesion or flexibility   |
| ADHESION TO TITANIUM (Lap Shear), psi<br>at 450°F<br>at 70°F<br>at -65°F   | 45, cohesive failure<br>85, cohesive failure<br>200, cohesive failure         |
| FLUID RESISTANCE (14 days exposure)<br>(a) JP-5 Fuel at 180°F<br>(b) Salt water at 200°F<br>(c) Water at 200°F                                 | < 3 percent weight gain<br>< 5 percent weight gain<br>< 5 percent weight gain |

Recently, Monsanto Chemical Company submitted a sample of a newly developed open cell polyimide foam which can be produced in any desired thickness. Favorable properties exhibited include extremely low density (0.5 to 4.0 lb/cu. ft) and the outstanding thermal stability which is characteristic of the polyimide systems. The foam should be capable of continuous operation at temperatures up to 500°F.

Dow Corning has submitted a foam in place fluorosilicone material which holds promise of meeting thermal and fuel resistance requirements. Although density of the fluorosilicone foam (26 lbs./cu. ft.) is considered too high, it is expected that satisfactory densities will be achieved by incorporation of a light weight filler.

Additional developmental work at The Boeing Company will include the investigation of a foam in place system using honeycomb core for reinforcement. Preliminary results indicate

densities of 6 to 8 lbs/ft<sup>3</sup> with a resulting compressive strength of 90 psi are attainable. The foam is thermally stable up to 500°F for extended periods. Metallic foils or nonmetallic film such as DuPont's polyimide Kapton film, will be investigated to enhance fuel barrier characteristics.

### 3.6.2 General Sealing

#### a. Pressure Sealing

Methyl silicone sealant materials have been selected for sealing pressurized areas of the fuselage. These materials will provide reliable seals for the service life of the B-2707.

Fillet sealing is normally used because it is a post-assembly operation and avoids the close scheduling required by faying surface sealing. Fillet seals are capable of withstanding high structural deflections and also have the advantage of being easily repaired in service. Faying surface seals are used in low deflection

areas when their advantages in simplicity and weight savings outweigh their disadvantages. The pressure sealing methods described are standard on present commercial airplanes and have proved reliable in service.

The environment encountered by the pressure sealants includes temperatures from -50° to 450°F and pressure differentials of up to 15 psi. Screening tests were conducted at temperatures of 600°F for periods up to 500 hours. The higher temperature was chosen for screening tests to accelerate thermal degradation and eliminate marginal materials.

Physical properties of three methyl silicone sealants before and after 600°F aging are shown in Fig. 3-46 through 3-48. General Electric RTV-60 is a two component material suitable for use in faying surfaces or other confined areas. General Electric RTV-106 and Dow Corning 92-024 are one component systems

which depend on atmospheric moisture for cure. This restricts their use to fillet sealing applications. Results show that all three materials retain satisfactory physical properties at 600°F and indefinite service life at 450°F is indicated. All other materials considered fell short of this objective.

Solvent cleaning and priming of the surface are required for adhesion to titanium. Qualitative tests for adhesion have shown that adhesive strength of these sealants to titanium exceeds the cohesive strengths of the sealants before and after aging at 600°F.

Tests have been conducted to determine if methyl silicone sealant materials have any detrimental effect on titanium. Results of testing of RTV-60 and RTV-106 in accordance with Par. 3.6.1 are shown in Fig. 3-45. Some effect is evident, but its magnitude is no greater than that for the other types of sealants tested. Fatigue tests as

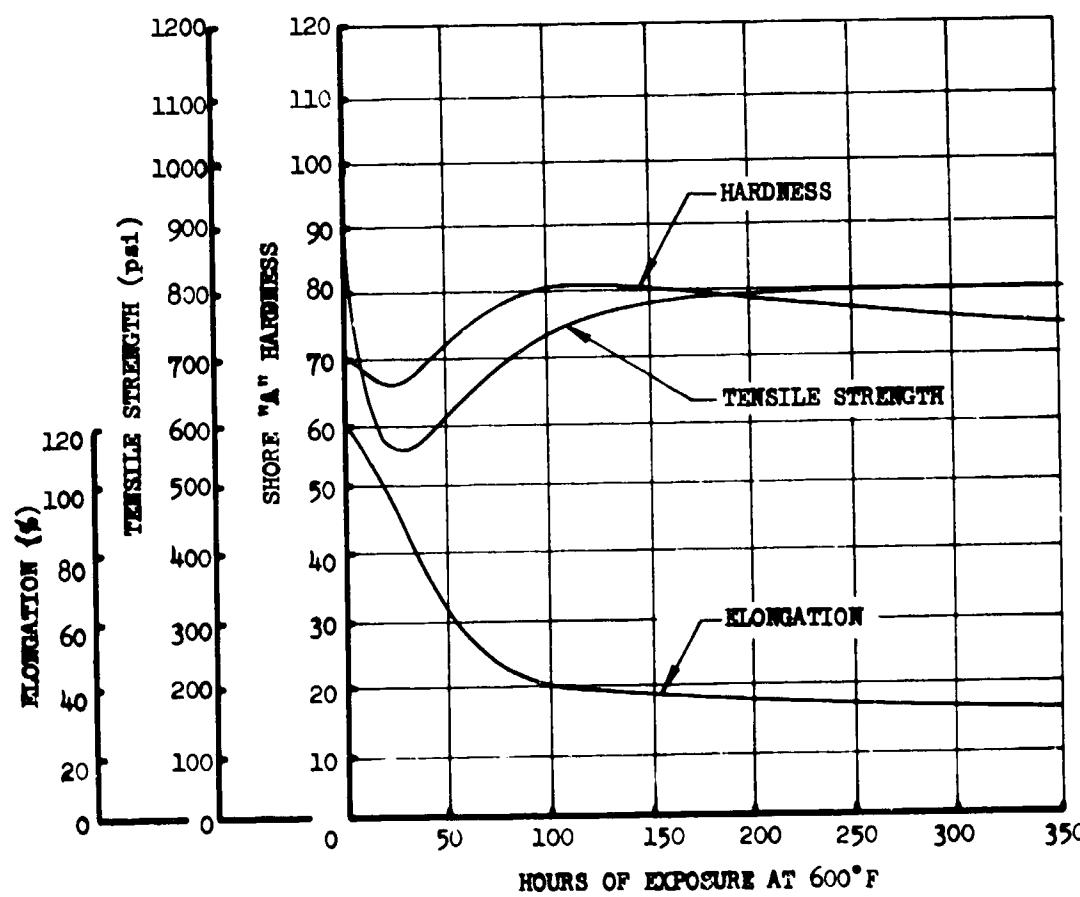


Figure 3-46. Properties of RTV-60, 600°F

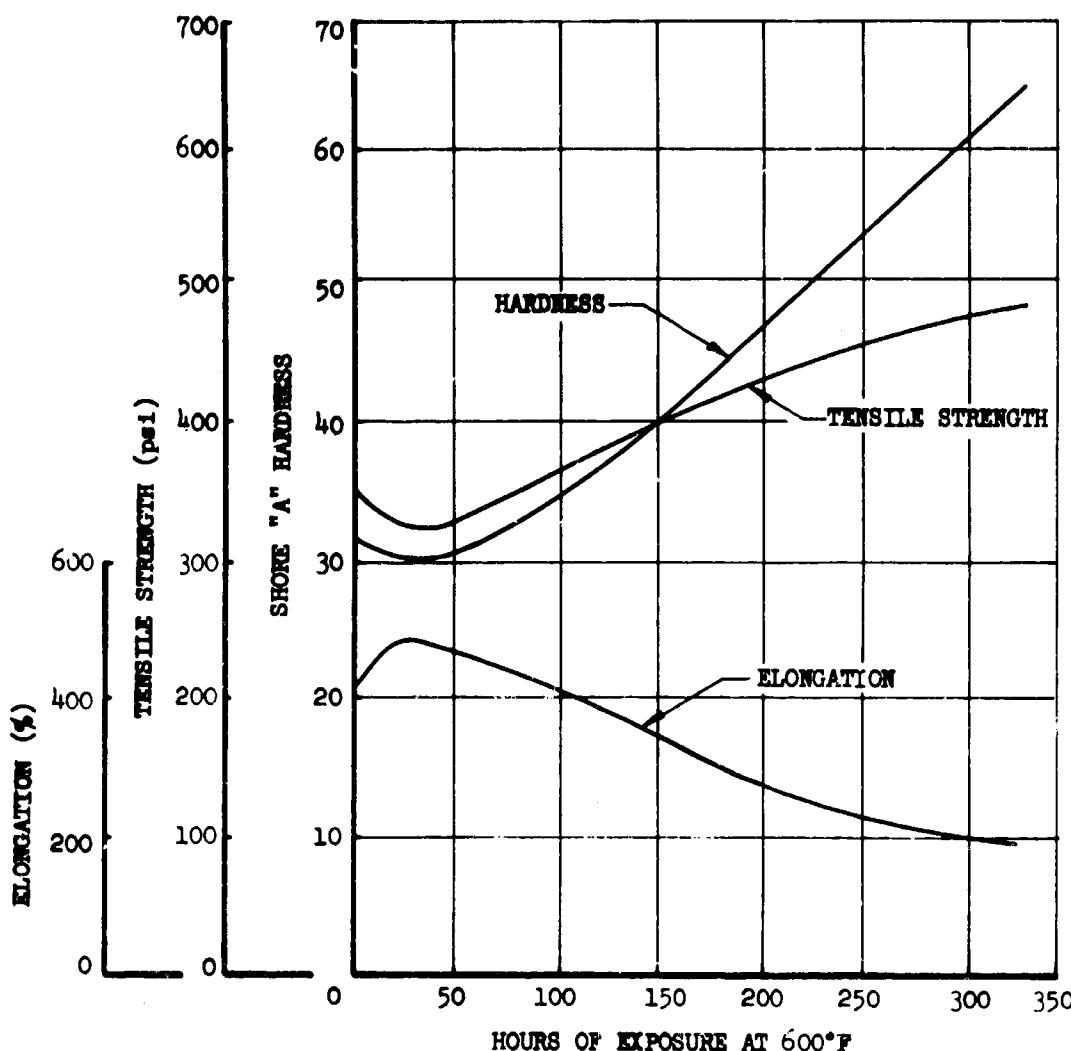


Figure 3-47. Properties of RTV-106, 600 F

previously described will determine the significance, if any, of the indicated differences in specimen deflection.

**b. Battery and Toilet Sealing**  
Polysulfide sealant materials have been selected for sealing the battery compartment and toilet areas.

The environment encountered by these sealants includes exposure to uric acid in the toilet areas and fluid containing up to 30 percent by weight potassium hydroxide in the battery compartment. Since these areas are enclosed within controlled temperature compartments of the aircraft, no exceptional heat resistance is required of the sealant materials.

Testing has shown that polysulfide sealant materials have superior resistance to the acid and alkaline fluids and provide sufficient protection for the structure.

Polysulfide sealant materials are used on present commercial airplanes and the use of these materials conforms with standard practice.

**c. Electrical Sealing and Potting**  
Methyl silicone sealant materials are used for sealing and potting when a flexible material is required and temperatures do not exceed 500°F for continuous operation or 600°F for intermittent operation.

Typical room temperature electrical properties of a cured methyl silicone sealant material are listed below:

| Dielectric Strength, Volts/mil |                        |
|--------------------------------|------------------------|
| 0.040 in. thickness            | 600                    |
| 0.075 in. thickness            | 500                    |
| Dielectric Constant            |                        |
| 60 cps                         | 3.8                    |
| 10 <sup>6</sup> cps            | 3.5                    |
| Dissipation Factor             |                        |
| 60 cps                         | 0.020                  |
| 10 <sup>6</sup> cps            | 0.003                  |
| Volume Resistivity, Ohm per cm |                        |
|                                | 1.3 x 10 <sup>14</sup> |

Methyl silicone sealant materials are used for flexible electrical sealing and potting on present

commercial airplanes where heat resistance is required.

### 3.6.3 Compartment Pressure and Access Door Seals

The term compartment pressure seals, as used herein, refers to any device used to seal doors or other closures for the containment of pressure. Access door seals may serve to contain either pressure or fuel.

Doors or closures may be divided into two categories as follows:

- a. Category I covers doors which are bolted or otherwise mechanically fastened in position and remain secured throughout most routine loading and servicing operations.

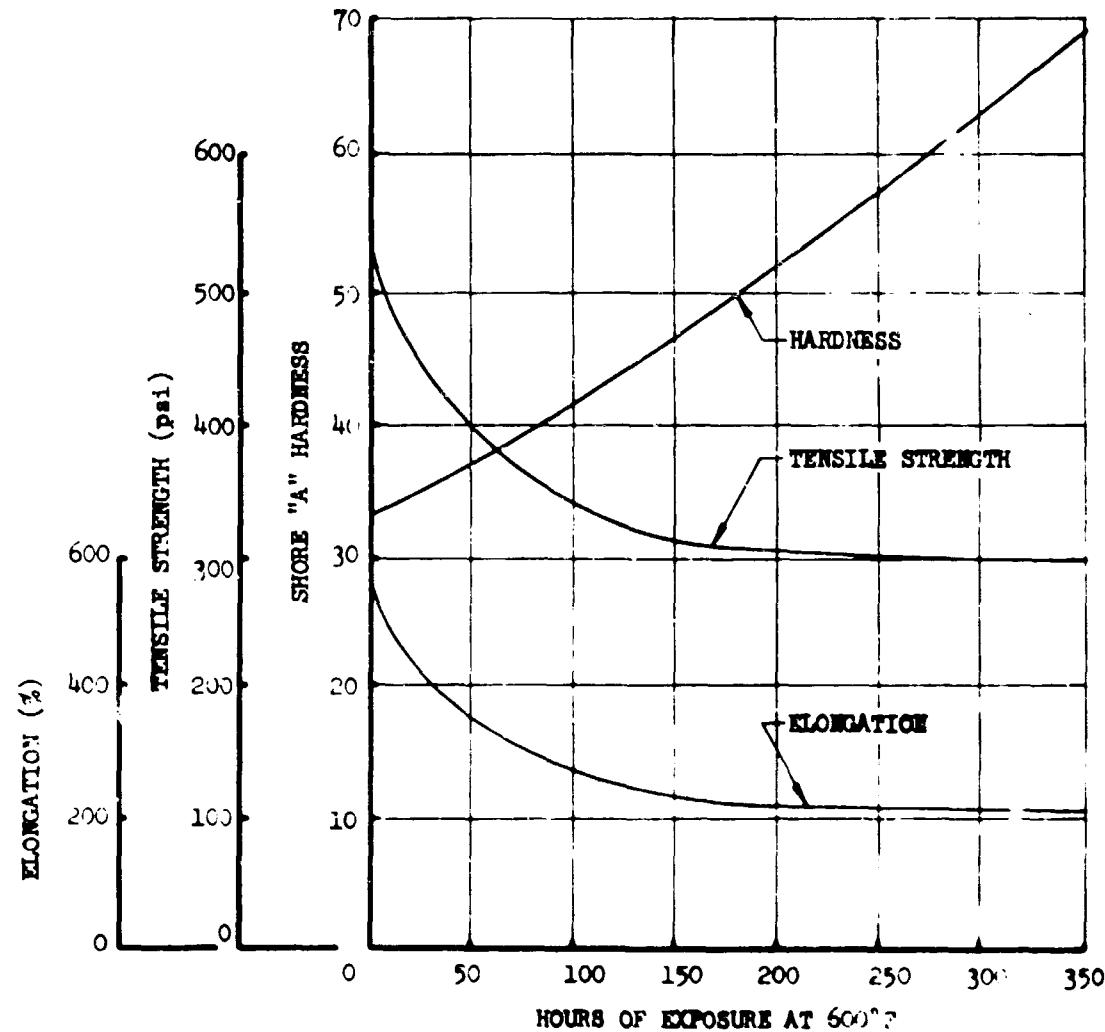


Figure 3-48. Properties of DC 92-024, 600°F

Examples are access doors which must be removed at various time intervals for routine inspection and maintenance of systems or structure.

b. Category II covers doors which are regularly opened and closed as a part of routine operations. Examples are passenger, cargo, crew, and landing gear doors.

Seals used on category I doors, whether they are intended to contain pressure or liquids, rely to a large extent for their effectiveness on the compressive forces produced by the mechanical fastening of the door to the structure. Such seals serve a strictly static function in that they are under constant compression at all operating conditions. Thus, the elastomer chosen must have good compression set properties at environmental temperatures of 400° to 450°F and under conditions of fuel exposure at temperatures up to 250°F. On the other hand, flexibility at low temperatures is of relatively little importance.

Seals fabricated from fluorocarbon rubber best meet the static sealing requirements described. A Viton polymer, designated 77-545 and manufactured by Parker Seal Company, shows the most promising physical property values after aging in air at 400°, 500°, and 600°F and after aging in JP-5 fuel at 250°F.

Physical property values for 77-545 are listed in Table 3-O. Compression set after 24 hours at 400°F is only 30 percent. Volume swell is quite low, four percent after seven days in Dow Corning XF1-0294 hydraulic fluid at 430°F. Compatibility with other candidate hydraulic fluids is comparable. All physical properties meet or exceed existing specification requirements for the indicated exposure conditions.

Four other fluorocarbon seal materials are available as alternate candidates. These are Plastic and Rubber Product's 975-75, Precision Company's 17107A, and Stillman Rubber Company's SR-276-70 and EX 999-41.

Tensile properties of the five leading candidates, after aging seven days in JP-5 fuel at 250°F, are shown in Fig. 3-49. Hardness change and percent volume swell under the same conditions were as indicated in Fig. 3-50. Compression set data, after aging seven days in air at 350°F, are shown in Fig. 3-51.

It is evident from the referenced data that each of the candidate materials exhibits superior performance with regard to one or more physical properties. Although the Parker 77-545 compound has the best balance of properties, the different combinations of properties available with the candidate materials are sufficient to satisfy design requirements.

Seals used on category II doors are subjected to flexing at temperatures as low as -50°F. They are under compression at temperatures of 400° to 450°F. Sealing efficiency is such that required pressures are maintained at all times during operation of the airplane.

To meet these requirements, seals fabricated from dimethyl silicone elastomers or fluorosilicone elastomers are used. The seals are reinforced with Nomex or glass fabric and covered with Teflon (TFE) to meet low friction requirements. Pressurized or spring loaded seals are used, as required, to help compensate for elastomer compression set caused by long term heat exposure.

### 3.6.4 Aerodynamic Seals and Smoothers

#### a. Aerodynamic Seals

Aerodynamic seals are used to control air flow from one aerodynamic surface to another. These seals must maintain their flexibility and other physical properties after prolonged exposure to operating temperatures of 400° to 450°F. They must also remain flexible at -50°F and resist effects of exposure to kerosene type fuel, engine oil, and hydraulic fluids.

A Nomex or glass cloth reinforced fluorosilicone rubber satisfactorily meets these requirements. The fluorosilicone polymer was chosen because of its favorable aging characteristics at 450°F and because of its fluid resistance. Typical fluorosilicone rubber compounds are Dow Corning LS-53 and LS-2311U, Parker Seal 6-375-7, and Hadbar 1000-91.

The 450°F environmental temperature is well within the thermal capabilities of both Nomex and glass fabrics. Nomex has an advantage in that it does not exhibit the self abrasive behavior which is typical of woven glass fabrics. Where low friction properties are required, a Teflon (TFE) cover will be incorporated. A single type of seal design was chosen for high temperature break out pressure tests at several different deflections. This design consists of a fabric

Table 3-0. Resistance of Fluorocarbon Rubber to Selected Environments

| Properties  | Typical Requirements | Values Obtained |
|---|----------------------|-----------------|
| <b>ORIGINAL PHYSICAL PROPERTIES</b>   |                      |                 |
| Hardness, pts (Shore A)   | 75 ± 5               | 75              |
| Tensile strength, psi   | 1500 Min             | 2150            |
| Elongation (percent)  | 125 Min              | 201             |
| Modulus at 100 percent Elongation (psi)   | 350 Min              | 780             |
| Compressive Load at 20 percent Deflection (psi)                                 |                      |                 |
| At 70° to 85°   |                      | 300             |
| At 500°F  |                      | 140             |
| Specific gravity  |                      | 1.87            |
| <b>AIR AGING: 70 HRS. AT 500°F</b>  |                      |                 |
| Hardness change Δ H, pts (Shore "A")  | 0 to +15             | 83 (-5)         |
| Tensile change (percent)  | -3% Max              | 1845 (-14.2)    |
| Elongation change (percent)   | -50 Max              | 176 (-12.4)     |
| Weight Loss (percent)   | -8.0 Max             | -4.7            |
| <b>AIR AGING: 16 HRS. AT 600°F</b>  |                      |                 |
| Hardness change Δ H, pts (Shore "A")  | 0 to +15             | 85 (-10)        |
| Tensile strength change (percent)   | -35                  | -15.3           |
| Elongation change (percent)   | -55                  | -29.0           |
| Weight Loss (percent)   | 10 Max               | -4.5            |
| <b>FLUID AGING: 7 DAYS AT 430°F IN XF 1-0294</b>                                |                      |                 |
| Hardness change Δ H, pts (Shore "A")  | 0 to ±5              | 0               |
| Tensile strength change (percent)   |                      | 1980 (-8.0)     |
| Elongation change (percent)   |                      | -188 (-6.5)     |
| Volume Swell  | 0 to -10             | 4.2             |
| <b>COMPRESSION SET PER ASTM D 395</b>   |                      |                 |
| 24 Hrs. at 400°F — 25 percent Deflection used<br>Percent of original deflection | 50 Max               | 30.2            |
| <b>TEMPERATURE RETRACTION,<br/>50 PERCENT ELONGATION</b>                        |                      |                 |
| TR-10 °F  | -5 Max               | -2°F            |

EXPOSURE: 7 days in JP-5 fuel at 250°F

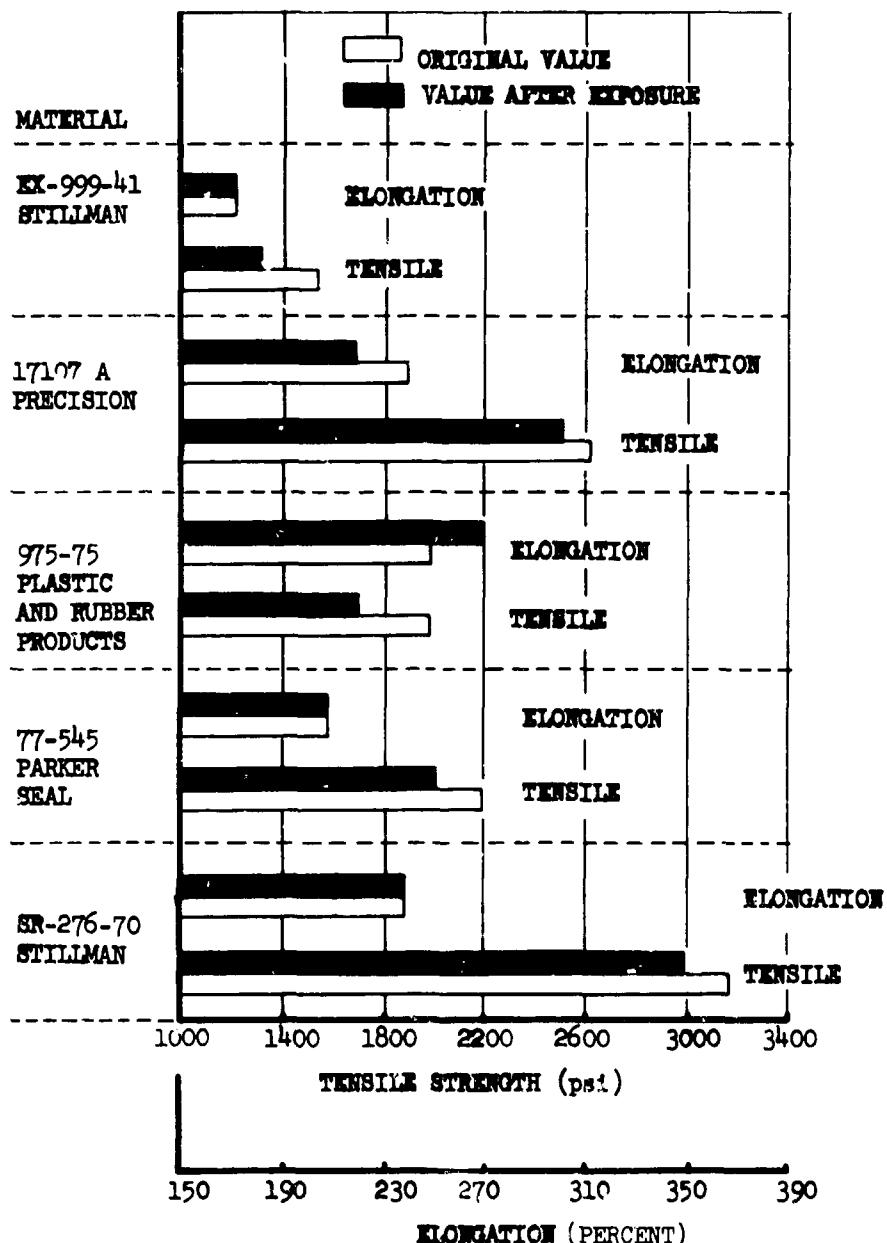
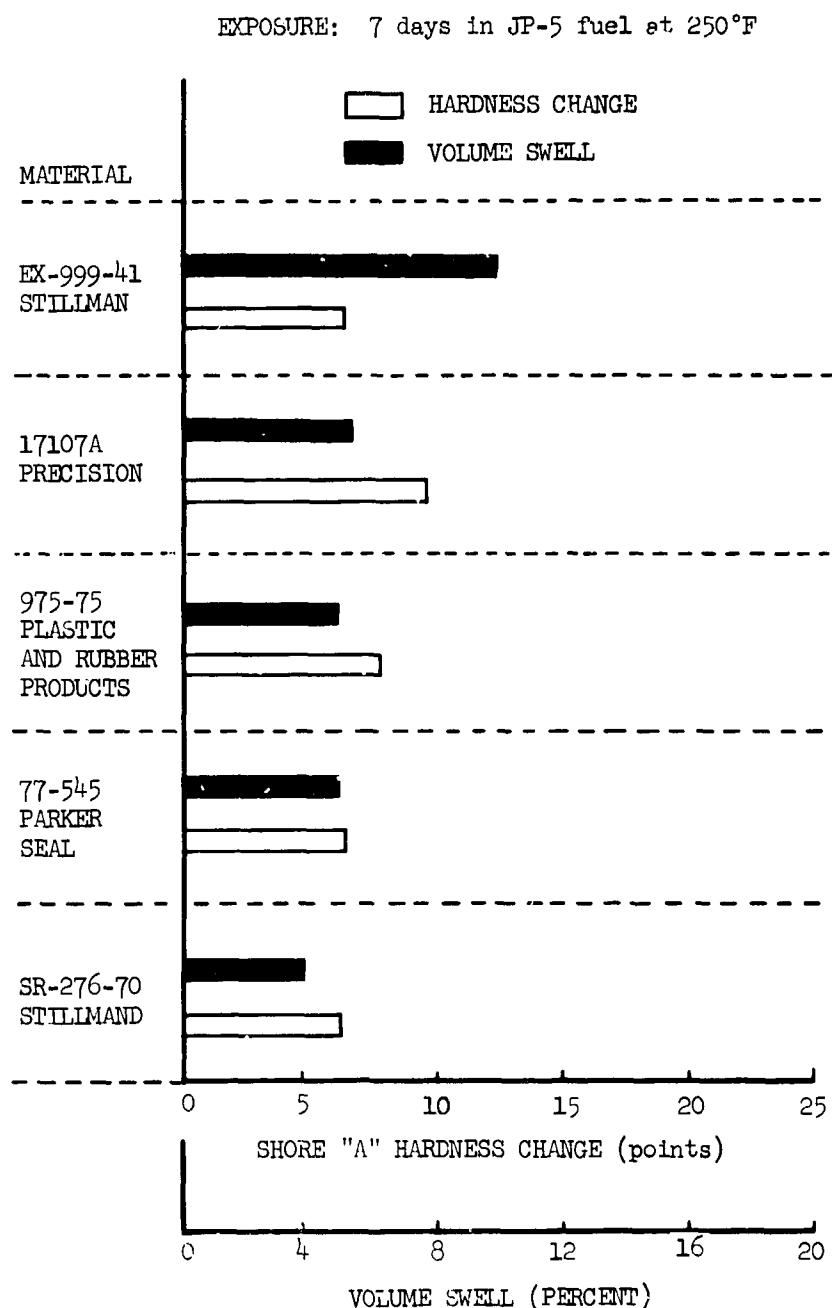


Figure 3-49. Tensile Properties of Fluorocarbon Rubber, Fuel Aging



**Figure 3-50. Fluorocarbon Rubber, Hardness and Volume Change**

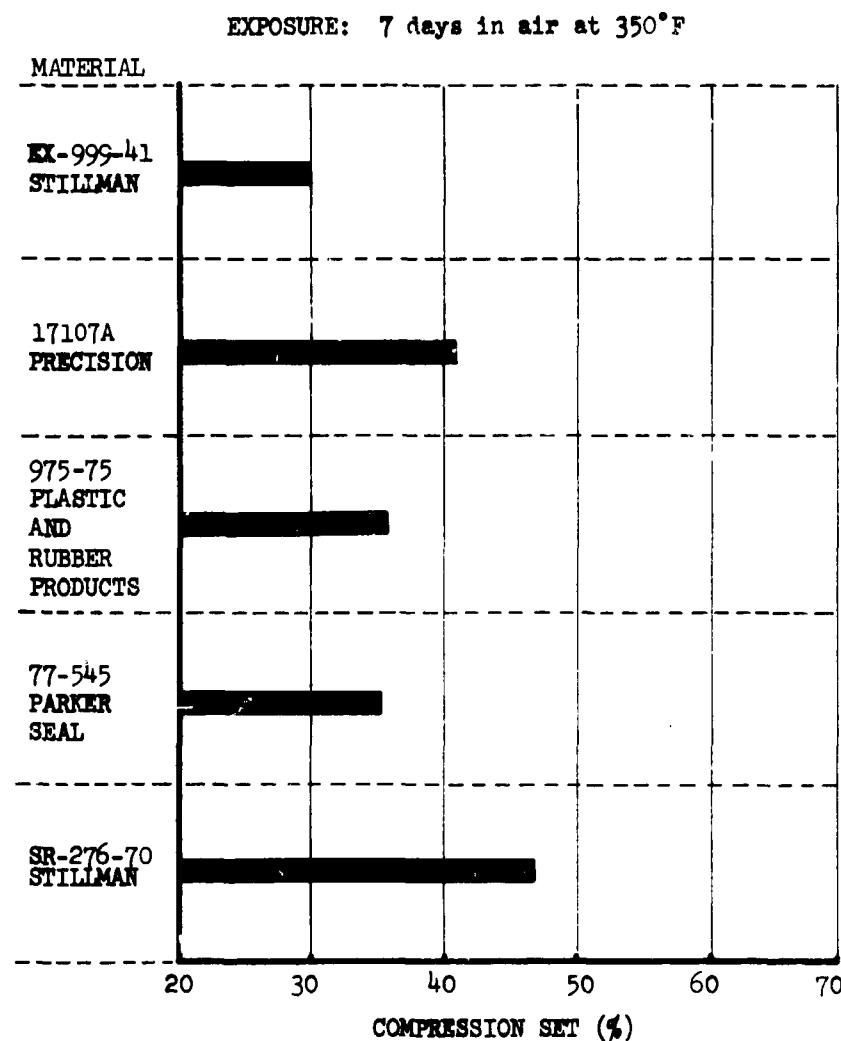


Figure 3-51. Fluorocarbon Rubber, Compression Set, 350°F

reinforced length of tubing built upon a flat short-width base manufactured from the same fabric. The design is shown in Fig. 3-52.

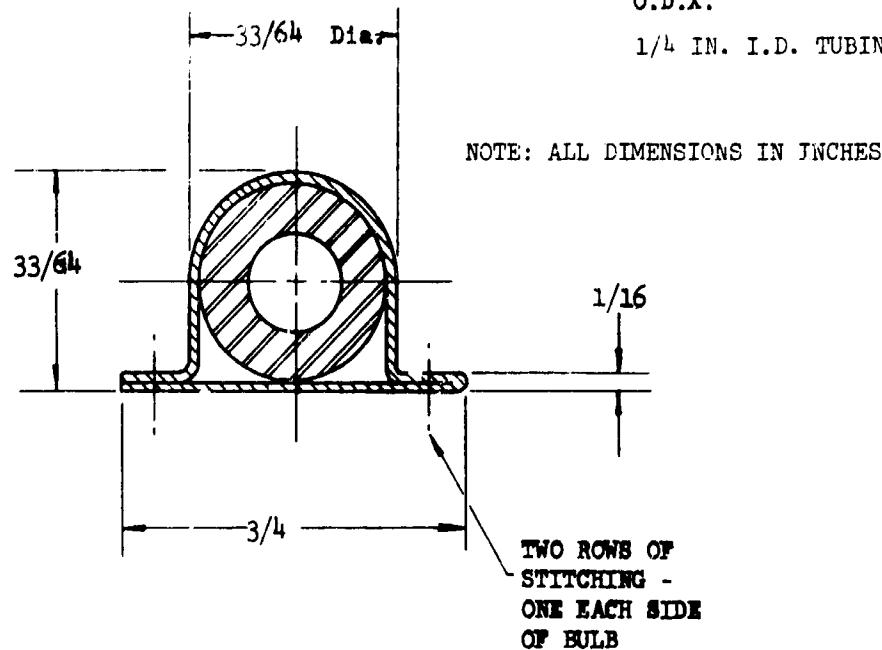
To establish the fuel resistance of the fluorosilicone polymer, Parker Seal's 6-372-7 compound was immersed in JP-5 fuel at 250°F for seven days. After the immersion period, tensile properties and Shore "A" hardness were determined and compared to original values. Percent volume swell was also calculated. Results of the fuel immersion tests are shown in Fig. 3-53. A 30 percent reduction in tensile strength and 25 percent reduction in elongation are indicated. Shore "A" hardness has dropped from 68 to 60 and the volume swell was eight percent. These data indicate that the fuel resistance of the elastomer is adequate.

High temperature aging data indicate that there will be no significant degradation of the fluorosilicone elastomers in the 400° to 450°F temperature range. After high temperature aging, tensile strength, elongation, compression set, and stress relaxation values are within acceptable limits. Dow Corning LS-2311L has the best high temperature compression set properties while Hadbar 1000-81 exhibits the lowest stress relaxation values.

The strength of the composite seal is largely dependent upon the reinforcement. Similarly, tensile elongation is limited by the reinforcement, but this is of no importance as long as compressive flexibility and the capability of meeting design deflections are obtained.

**CONSTRUCTION:**

1. COVER: SILICONE CLOTH
2. CORE: SILICONE,  $29/64$  IN.  
O.D.X.  
 $1/4$  IN. I.D. TUBING



*Figure 3-52. Aerodynamic Seal, Test Configuration*

b. Aerodynamic Smoothers

A dimethyl silicone compound is used to smooth aerodynamic surfaces of the airplane. The material selected is available in either plain or pigmented colors from the General Electric Company, and is designated RTV-1071 (plain) and RTV-1072 (pigmented). It has demonstrated satisfactory shaving and sanding characteristics.

This material is applied manually or with the use of an extrusion gun. After cure, the material is shaved and sanded, either manually or with a mechanical sander to a smooth, level, continuous surface. The material does not roll or tear during working. This provides a distinct cost reduction by eliminating the need for rework.

The material cures in 24 hours at room temperature, requiring no expensive temperature or humidity controls. When cured, the two versions of the material are virtually identical in composition. There are no differences in hardness or other physical properties. Cure is accomplished by chemical reaction with an accelerator blended into the base material before application.

Satisfactory adhesion to Ti 6Al-4V alloy is obtained by solvent cleaning and application of a primer. An aromatic naphtha or ketone based solvent mixture is used for cleaning. Brush application and room temperature air drying of a solvent based primer ensures satisfactory adhesion to the metal at all operating temperatures and weather conditions.

Properties of the smoothing and fairing compound enable it to satisfactorily withstand the temperatures and weathering of supersonic flight. Exposure to temperatures in excess of  $500^{\circ}\text{F}$  results in no significant degradation of the material.

A satisfactory alternate smoother is a one-part mica, silicone, and crystobolite solids loaded paste. This compound, designated CA9R and available from Englehard Industries, is applied in exactly the same manner as the dimethyl silicone. Cure is accomplished by solvent evaporation concurrent with chemical reaction initiated by an accelerator. It requires two hours of air drying, followed by two hours of baking at  $300^{\circ}\text{F}$ .

EXPOSURE: 7 DAYS IN  
JP-5 FUEL AT 250°F

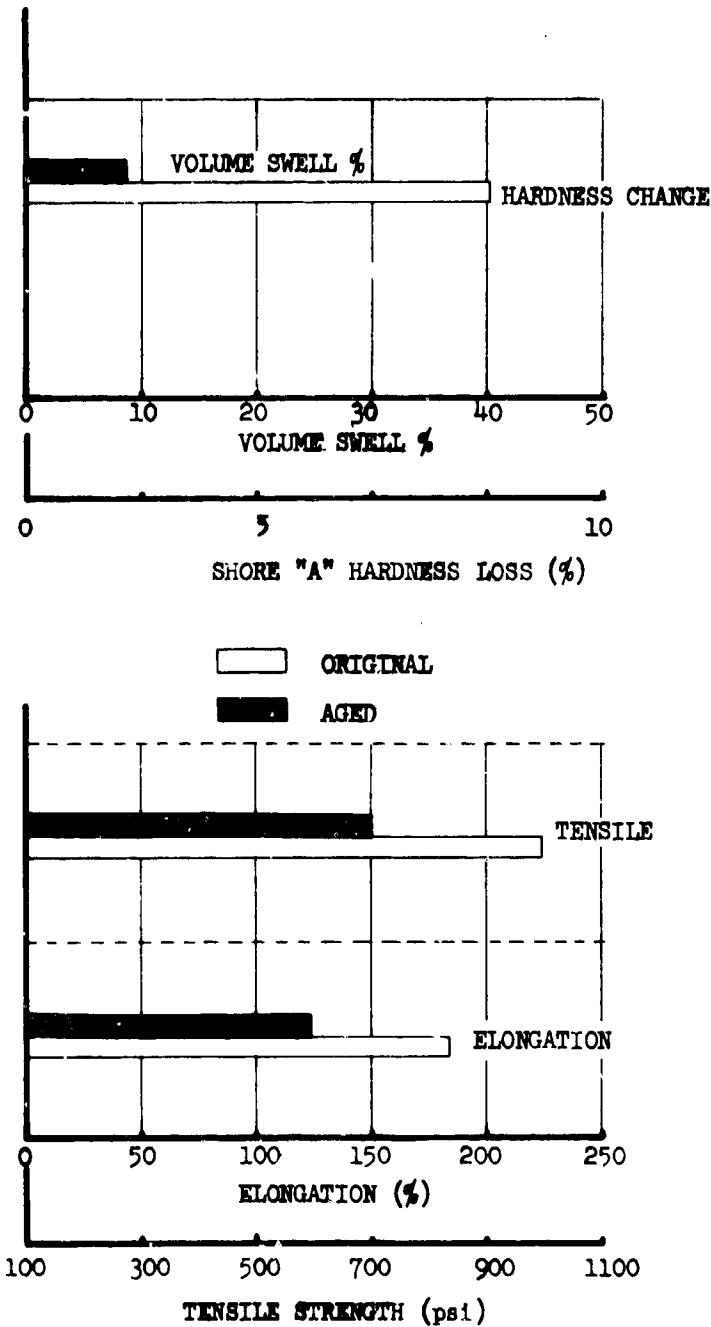


Figure 3-53. Fluorosilicone Seals, Aging in JP-5 Fuel

V2-B2707-8

Satisfactory adhesion to Ti 6Al-4V alloy is obtained by solvent cleaning of the surfaces to be filled. An aromatic naphtha or ketone based solvent mixture is used for this purpose. No primer application to the clean metal is required. Exposure to temperatures in excess of 500°F results in no degradation of the material. It was originally developed for use in applications where temperatures up to 1000°F are encountered.

Effects of temperature on hardness of the aerodynamic smoother materials are shown in Fig. 3-54.

### 3.6.5 Fluid System Seals

#### a. Fuel and Engine Oil Seals

Fluorocarbon (Viton) elastomers will be used for fuel and engine oil seals. These seals will be subjected to a temperature range of -50° to 400°F with low fluid pressures.

Physical properties of several vendor fluorocarbon and fluorosilicone formulations have been determined and are listed in Figs. 3-49, 3-50 and 3-55. In simulated service tests of O-rings and rubber-in-metal groove seals fabricated from Parker 77-545, no leaks were detected after 480 hours of aging. The aging consisted of 120 hours in JP-5 referee fuel at 250°F and 360 hours at 475°F with leak testing done at -65°F.

Fluorocarbon elastomers were chosen over fluorosilicone elastomers because of their better physical properties. The fluorocarbons have much lower compression set which is a particularly important characteristic for seals.

Since the seal designs are standard, no problems are expected in installing seals.

#### b. Hydraulic System Seals

Seals used in the hydraulic system must be capable of withstanding continuous exposure to the system fluid at operating temperatures of 425° to 450°F. Important seal properties include dimensional stability, low stress relaxation, low compression set and compressive creep, low coefficient of friction, and tear and abrasion resistance. In general, tear and abrasion resistance are more important for dynamic than for static applications where damage during seal installation is the primary concern.

For static seal applications, Viton elastomeric O-rings and filled Teflon (TFE) back-up rings

are used in conjunction with silver plated stainless steel rings of the V and K types. The TFE back-up rings will be filled with 15 percent glass fibers and five percent molybdenum disulfide. Cast iron step-cut rings and 15 percent graphite filled TFE rings will be used in dynamic sealing applications.

The Viton elastomer and the filled TFE compounds were selected for use as nonmetallic seals in the hydraulic system on the basis of the requirements outlined. Performance of these materials in comparative physical property tests and functional tests has been superior to that of other candidates. Parker 77-545, a Viton compound, has demonstrated the best performance of any material tested for use as a static O-ring configuration seal. Fluorosilicones and dimethyl silicones were among other classes of materials evaluated for this purpose.

General physical properties of the candidate nonmetallic seal materials are listed in Tables 3-0 and 3-P, and shown graphically in Fig. 3-56 through 3-61. These data, along with results of fluid compatibility studies and service application tests provided the criteria for materials selection.

Figures 3-62 and 3-63 show the effects of aging at 430°F in three candidate hydraulic fluids on two Viton based elastomers. Figure 3-64 provides a direct comparison of the five compounds in terms of resistance to a fluorosilicone hydraulic fluid, Dow Corning XF1-0294. Volume swell was determined along with changes in tensile strength, elongation, and hardness.

The selected materials have performed satisfactorily in simulated service testing of a hydraulic actuator. Results of these tests are presented in Table 3-Q. Seals fabricated from the Viton and filled teflon materials have experienced up to 426 hours and more than 6,400,000 cycles of testing without failure.

Assuming materials compatibility, a post-cure at elevated temperature in the applicable hydraulic fluid results in a worthwhile improvement in the physical properties of elastomeric seal materials. In particular, a significant reduction in compression set values has been noted. In order to exploit this characteristic, all Viton seals will receive a suitable post cure in the hydraulic fluid prior to installation.

EACH DATA POINT IS BASED ON 168 HOURS OF EXPOSURE.

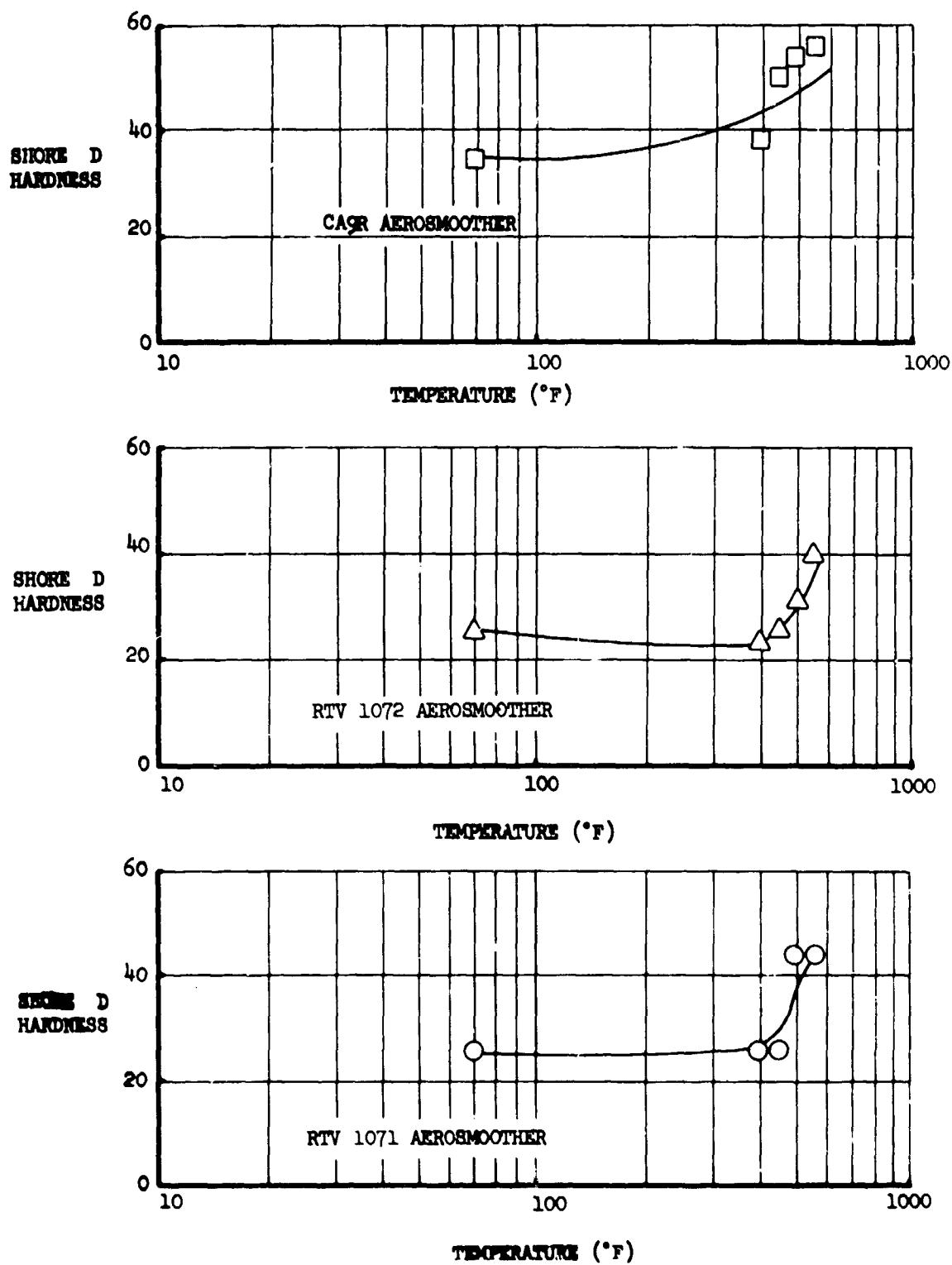


Figure 3-54. Shore D Hardness, Aerodynamic Smoothers

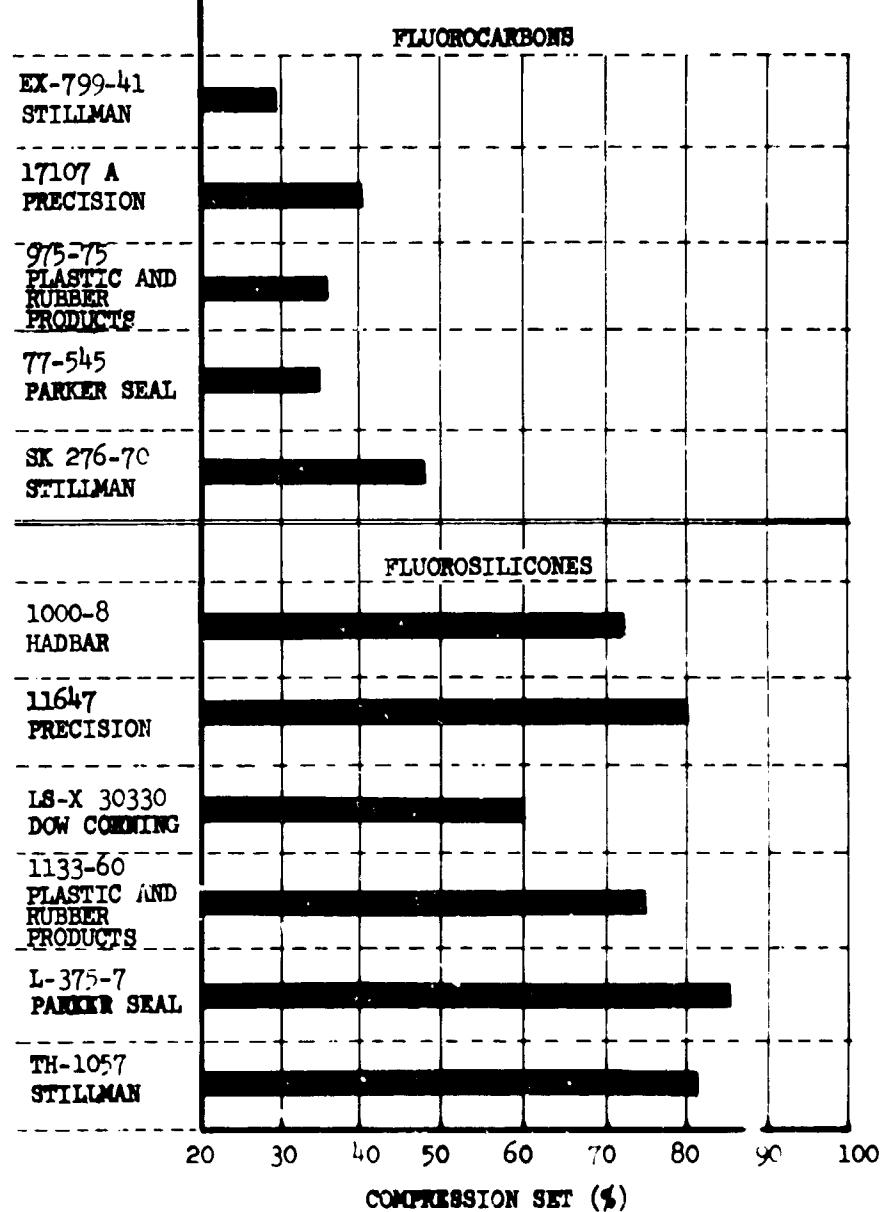


Figure 3-55. Compression Set Properties, Fluorosilicones and Fluorocarbons, 7 Days at 350°F

Table 3-P. Properties of Filled TFE Materials

| Room Temperature Properties  | Glass<br>Filled<br>TFE | Graphite Filled TFE                    |  |
|--|------------------------|--|--|
|  |                        | Parallel<br>to<br>Molding<br>Direction | Perpen-<br>dicular<br>to<br>Molding<br>Direction |
| Tensile strength, psi  | 2,000-3,000            | 4,700                                  | 2,200  |
| Elongation, percent  | 50                     | 70                                     | 60   |
| Compressive strength, psi  |                        |  |  |
| 50 percent deflection  | 5,100                  |  |  |
| Stress at 1 percent strain   |                        | 1,500                                  | 1,200  |
| 0.2 percent offset yield stress  |                        | 1,600                                  | 1,200  |
| Modulus x 10 <sup>-4</sup>   |                        | 15.0                                   | 12.0   |
| Flexural properties, psi   |                        |  |  |
| Modulus x 10 <sup>-5</sup>   |                        |  | 1.70   |
| 0.2 percent offset yield stress  |                        |  | 1,375  |
| Compressive creep, percent   |                        |  |  |
| 78°F and 2,000 psi for 24 hours  |                        |  |  |
| Initial  |                        | 2.9                                    | 4.8  |
| Retained or permanent  |                        | 0.4                                    | 2.1  |
| 122°F and 2,000 psi for 85 hours   | 2.9                    |  |  |
| 500°F and 600 psi for 24 hours   |                        |  |  |
| Initial  |                        | 2.6                                    | 10.8   |
| Retained or permanent  |                        | 1.8                                    | 7.1  |
| Impact strength, ft. lbs/in.   | 2.01                   |  |  |
| Hardness, shore D  | 60-70                  | 66                                     | 66   |
| Coefficient of thermal expansion   |                        |  |  |
| 10 <sup>-5</sup> in./in./°F  | 3.6                    |  |  |
| 75° to 200°F   |                        | 4.7                                    | 4.0  |
| 200° to 300°F  |                        | 5.2                                    | 4.3  |
| 300° to 400°F  |                        | 5.9                                    | 4.7  |
| 400° to 500°F  |                        | 7.5                                    | 5.4  |
| Limiting PV factor   | 5,000-10,000           |  |  |
| 10 FPM   |                        | 15,000                                 |  |
| 100 FPM  |                        | 15,000                                 |  |
| 1000 FPM   |                        | 12,000                                 |  |
| Wear Factor, K. 10 <sup>-10</sup> ( $\frac{\text{in.}^3}{\text{lb - ft - hr}}$ ) |                        | 6                                      |  |
| Coefficient of friction  |                        |  |  |
| Static 33.3 psi  |                        |  |  |
| Dynamic 33.3 psi, 150 fpm  | 0.15                   | 0.11                                   |  |

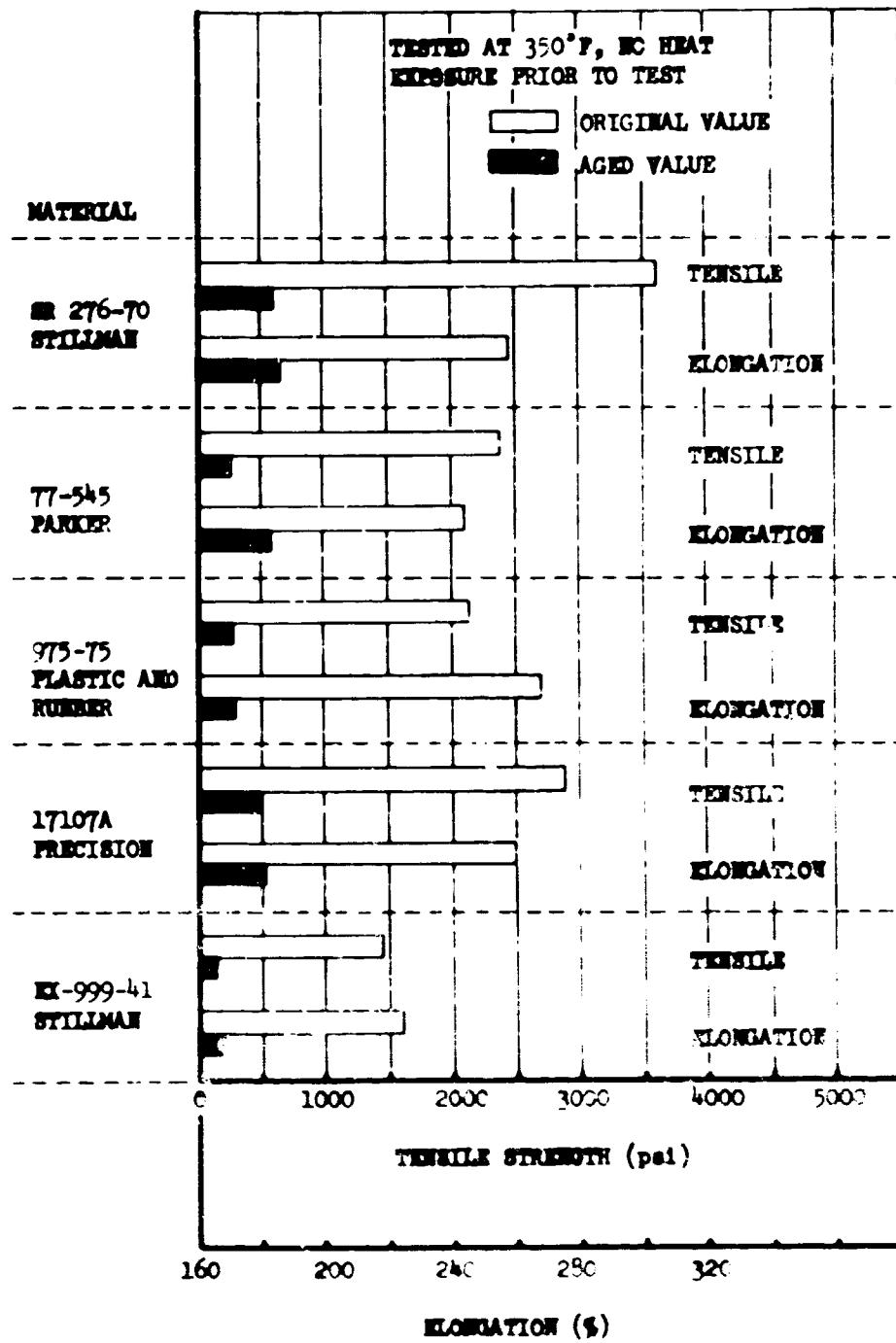


Figure 3-56. Tensile Properties of Viton Seal Materials, 350°F.

V2-B2707-S

AGED 48 HRS. AT 300°F  
25% COMPRESSION

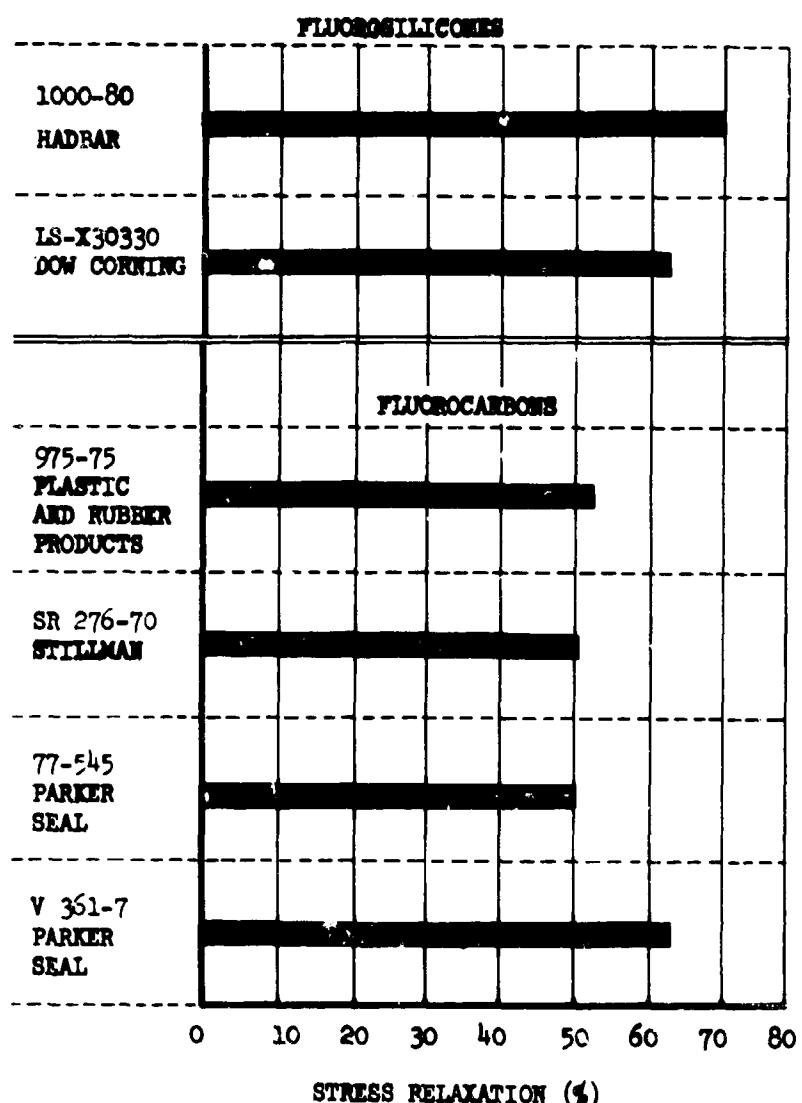


Figure 3-57. Stress Relaxation, Fluorocarbon (Viton) and Fluorosilicones

V2-B2707-8

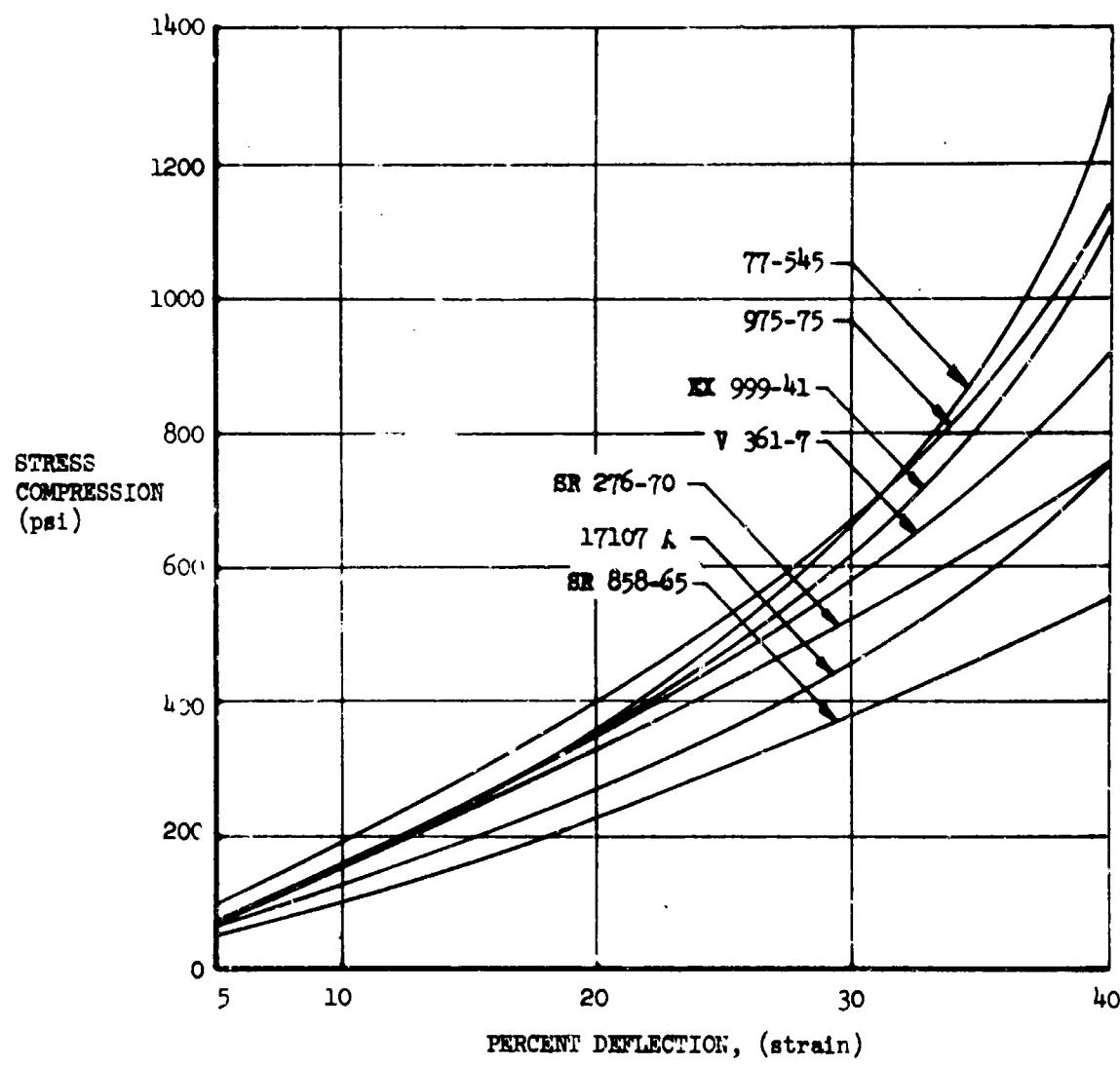


Figure 3-58. Compression-Deflection Properties, Vitons

V2-B2707-8

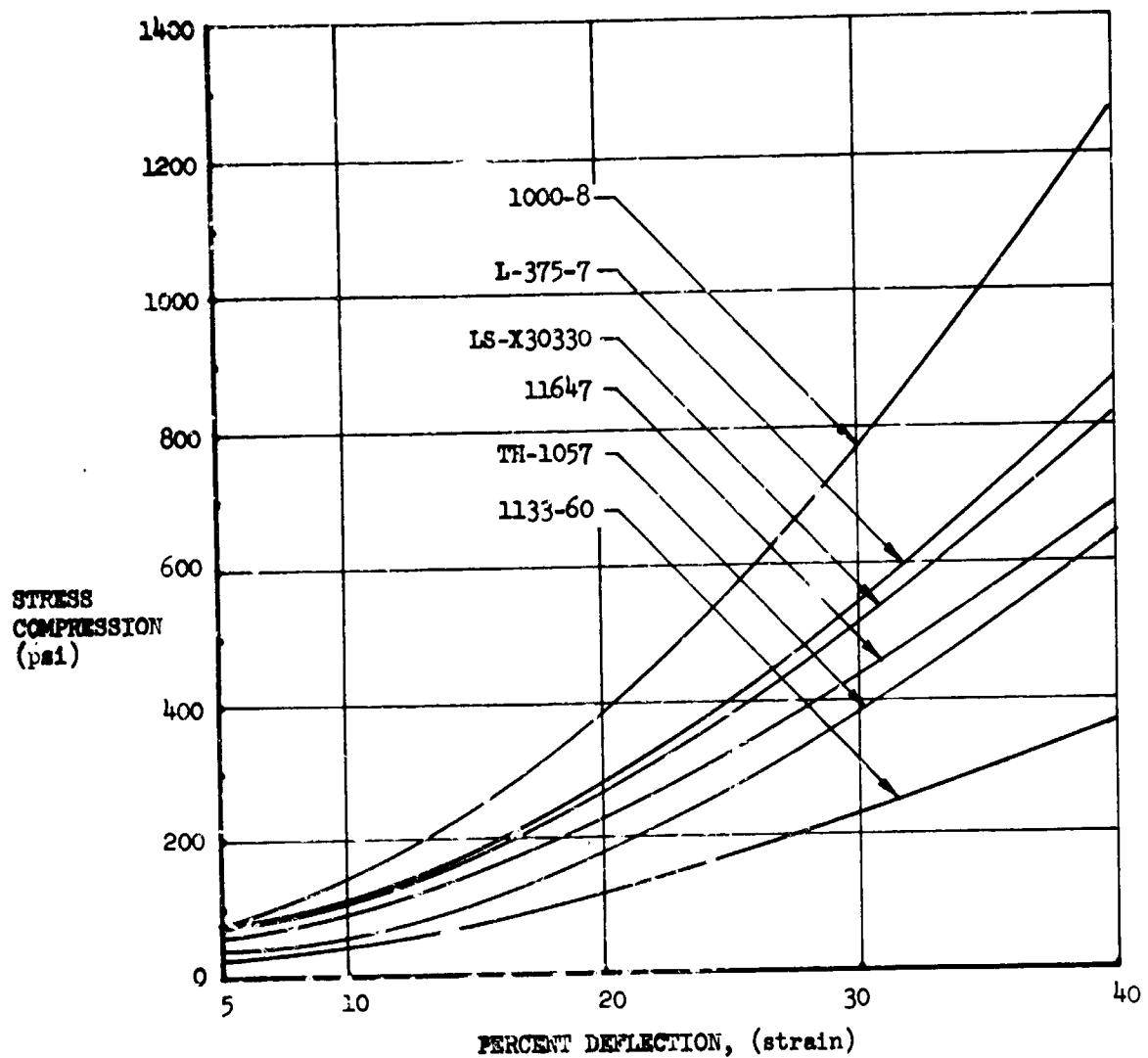


Figure 3-59. Compression-Deflection Properties, Fluorosilicones

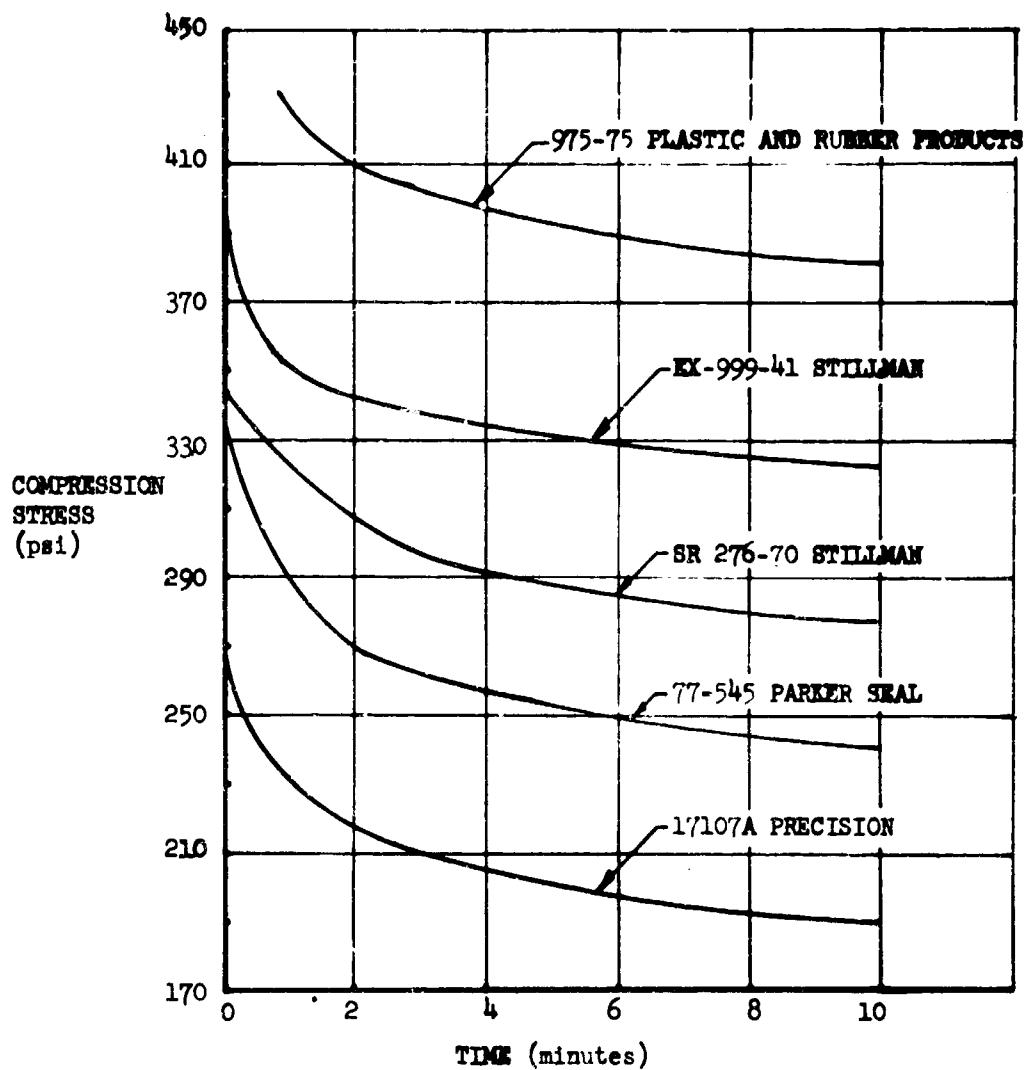


Figure 3-60. Room Temperature Creep, Vitons

V2-B2707-8

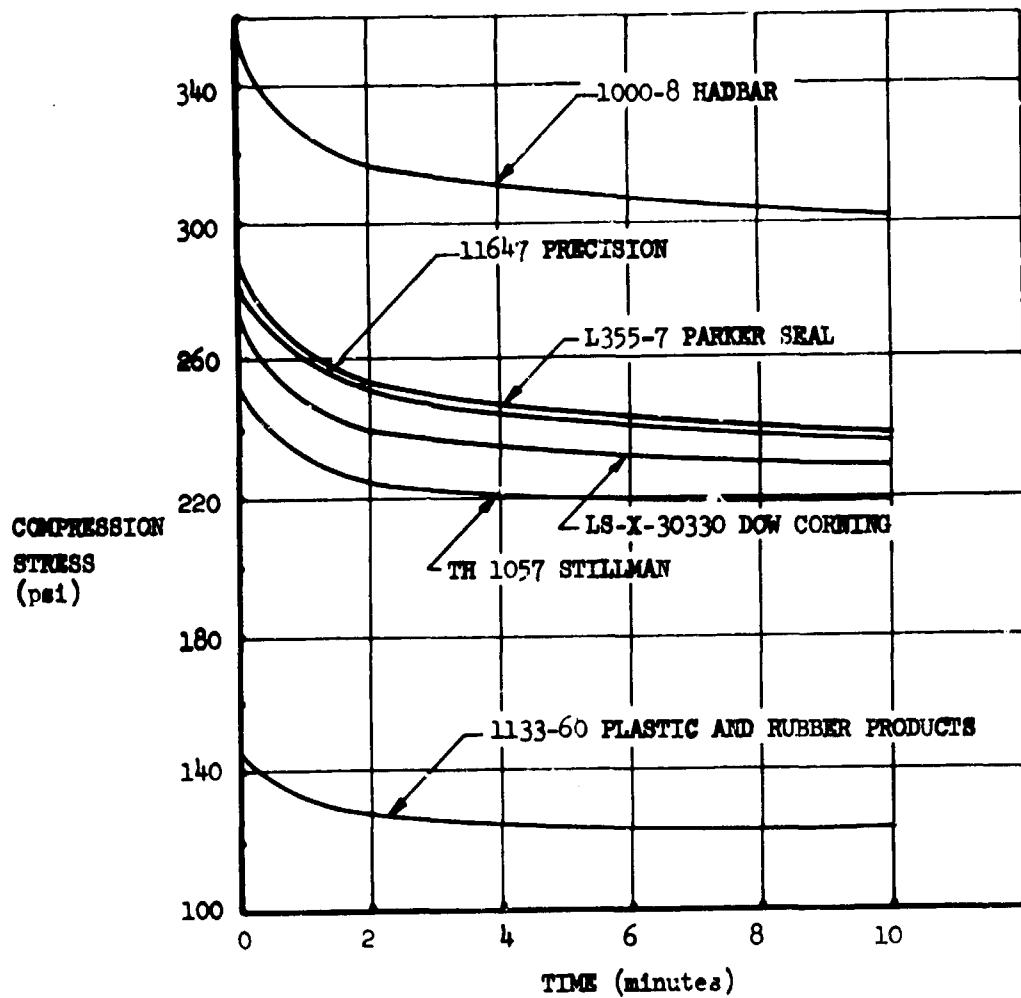


Figure 3-61. Room Temperature Creep, Fluorosilicones

V2-B2707-8

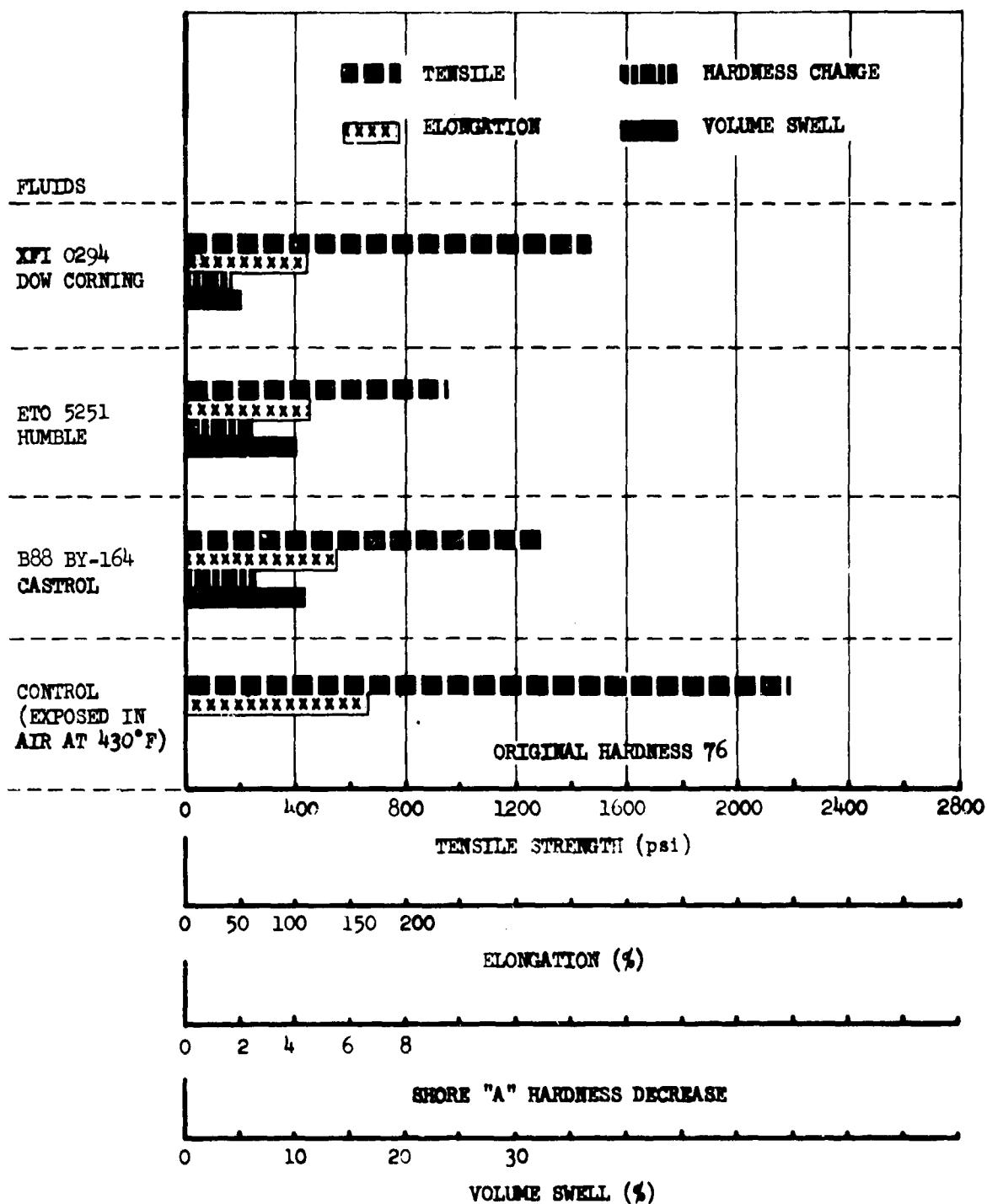


Figure 3-62. Fluorocarbon (Stillman SR-276-70) Compound Compatibility  
(7 Days in Fluid at 430° F)

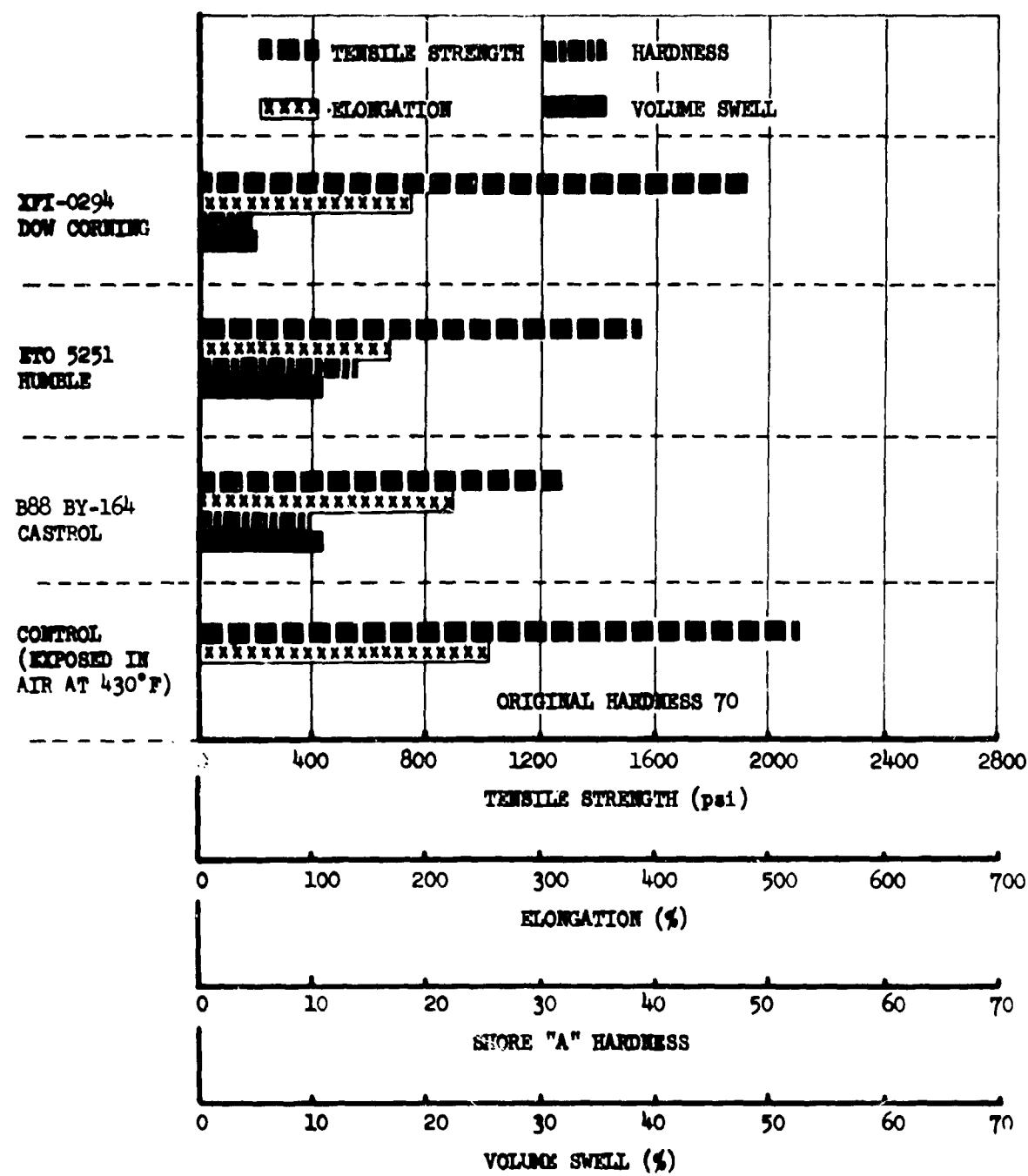


Figure 3-63. Fluorocarbon (Parker 77-S45, Viton) Compound Compatibility  
(7 Days in Fluid at 430° F)

V2-B2707-8

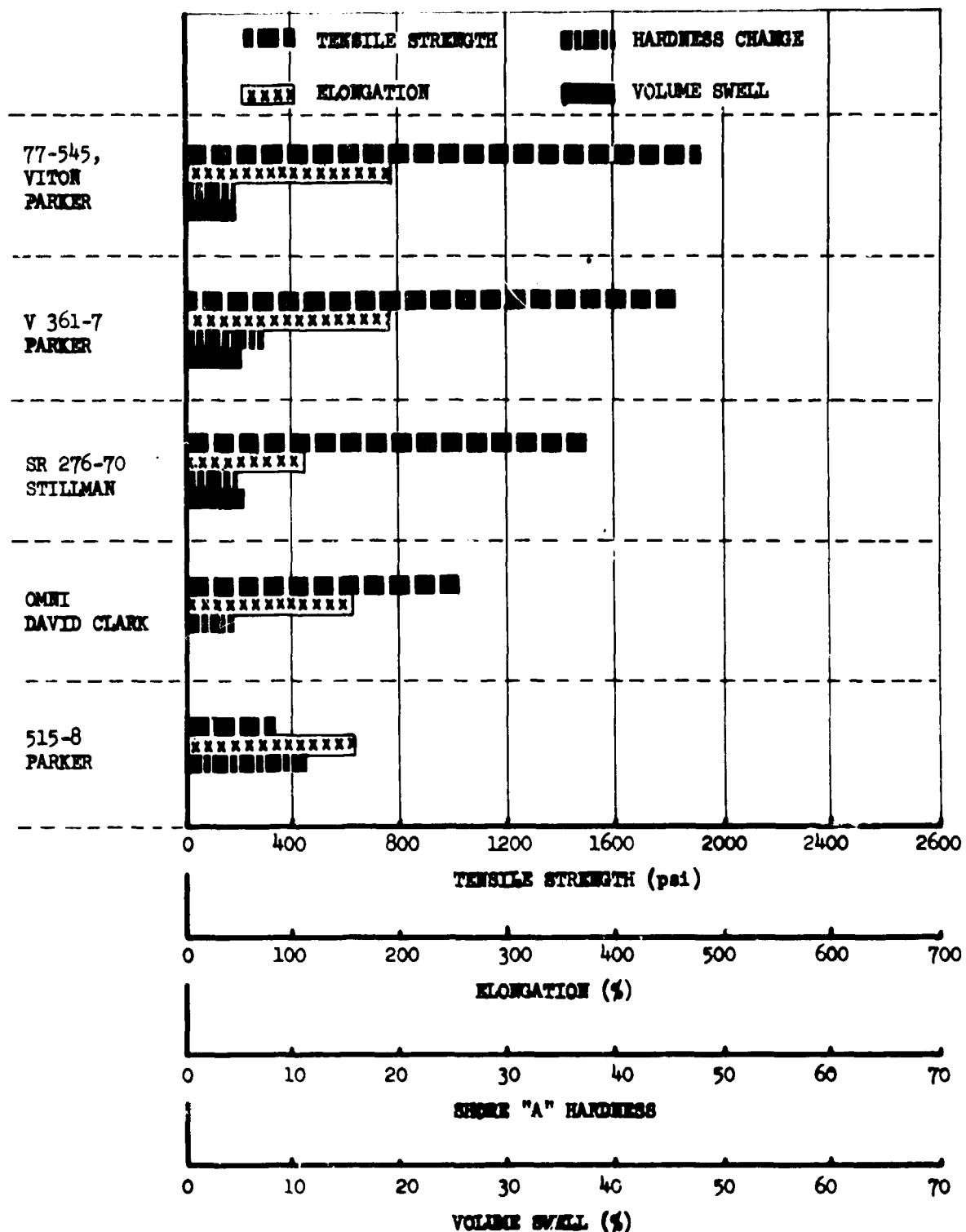


Figure 3-64. Fluorocarbon Compounds in XFI-0294 Hydraulic Fluid (7 Days at 430° F)

V2-B2707-8

Table 3-Q. Actuator Seal Test Performance Data

| Application                   | Seal Material  | Test Hours | Long Stroke Cycles | Short Stroke Cycles | Comments   |
|-------------------------------|--|------------|--------------------|---------------------|--|
| <u>Static</u><br>Primary seal | Viton "A" O-rings (Parker 77-545)  | 426        | --                 | --                  | Satisfactory performance                               |
| Backup rings                  | 25% Glass filled Teflon (TFE)  | 280        | --                 | --                  | Satisfactory performance                               |
| <u>Dynamic</u><br>Piston Seal | K6E Cast iron step cut ring  | 426        | 97,400             | 6,347,000           | Satisfactory performance. Considerable wear life left. |
| Rod seal<br>1st stage         | K6E Cast iron step cut ring  | 426        | 97,400             | 6,347,000           | Satisfactory performance. Very low leakage.            |
| 2nd stage                     | 15% Graphite filled Teflon (TFE) Foot-seal with Viton "A" loading O-ring | 427        | 97,400             | 6,347,000           | Satisfactory performance                               |
|                               | 15% Graphite filled Teflon DynaBak with Viton "A" O-ring                 | 182        | 47,400             | 2,412,000           | Satisfactory performance                               |

## Test Conditions:

Temperature: 400° to 475° F

Pressure: 3000 psi

Filled polyimides have exhibited considerable promise for dynamic seal applications. These materials are quite rigid but provide excellent thermal stability and should offer extended service life at system operating temperatures.

Research on a material of this type (Polymer SP) was performed by the Republic Aviation Division of Fairchild Hiller under a NASA contract (NAS 3-7264 Ref. 27). Graphite is the most common filler, but others could be incorporated as required to improve friction characteristics.

Other composites based on a Teflon (TFE) matrix, with fillers such as bronze or carbon, are under investigation.

Materials presently being studied for possible static seal applications include the meta-carborane based polysiloxanes. Recently developed poly m carboranylenesiloxane polymers display elastomeric properties over the temperature range of -80° to 800° F. These experimental polymers are available only in very limited quantities at the present time. However, small samples are being evaluated for compatibility with hydraulic system fluids at elevated temperatures. Other experimental elastomers will be investigated as their development progresses and samples become available for evaluation.

### 3.7 LUBRICANTS

Performance analysis and selection of lubricants is based primarily on wear life evaluation of the lubricant at temperatures and loads anticipated in specific applications. Friction coefficient, load carrying capability, and thermal stability are also considered. In addition, compatibility and corrosivity of the candidate lubricants with system materials are established.

Typical applications where oils, greases, and solid lubricating materials may be used include plain bearings, rolling element bearings, gears, pulleys, cables, variable diameter engine centerbodies, variable geometry nose sections, wing hinge faying surfaces, access doors, fasteners, pin or hinge joints, and overlapping wing control surfaces such as flaps, slats, spoilers, elevons, and ailerons.

Many of the lubricant applications for the B-2707 have temperature and load requirements consistent with the requirements of commercial jet powered airplanes. In these applications, oils, greases, and solid lubricants qualified to military and company specifications are employed. Lubricants for the new high temperature environments of the B-2707 have been evaluated and selected.

#### 3.7.1 Greases

The use of conventional airplane lubricants qualified to military specifications will satisfy the temperature requirements for many bearing lubricant applications. Greases qualified under Military Specification MIL-G-23827 are general purpose greases with a service temperature range of -65° to 250° F. These greases contain an extreme pressure additive and are used in anti-friction bearings, instruments, gears, and actuator screws. Grease conforming to Military Specification MIL-G-25760 is used in temperature environments of -65° to 350° F for the lubrication of antifriction bearings. Conventional grease lubricants are used for control pulley bearings, fair leads, control stands, and other bearing applications.

High temperature resistant greases are used to lubricate ball, roller, and plain bearings operating through a temperature range of -65° to 450° F. They have the ability to lubricate modified 440C stainless steel bearing materials at high unit loads under conditions of oscillating or rotating motions.

In addition, lubricants provide corrosion and oxidation resistance, are compatible with surrounding structure, have a low evaporation rate, and are water resistant. Bearings requiring high temperature resistant grease are located on control surfaces, flaps, flap tracks, spoilers, and leading edge wing slats.

The preliminary evaluation of 33 candidate lubricants recommended for high temperature bearing applications indicates the following four chemical classifications of greases are superior on the basis of minimum wear and low coefficients of friction on 440C stainless steel at 400° F.

|    | <u>Grease</u>              | <u>Fluid</u>                      | <u>Thickener</u>          |
|----|----------------------------|-----------------------------------|---------------------------|
| 1. | Marlin Rockwell EG 551     | High molecular weight hydrocarbon | Organic                   |
| 2. | Dow Corning E4 3025        | Fluorosilicone                    | Arylurea                  |
| 3. | Du Pont PR 240AC           | Fluorocarbon                      | Telomer dispersion        |
| 4. | McGee Chemical McLube 1195 | Polyalkaline glycol               | Contains MoS <sub>2</sub> |

Figure 3-65 presents the load carrying capacities of these four types which have been selected for bearing tests.

Oscillating bearing tests on an AN200K5ST shielded bearing at 450° F with 1,405-lb radial load at ±30 degrees oscillating and 20 cpm have been run. The bearing with the Marlin Rockwell EG 551 grease ran for a total of 100,700 cycles (75 hours). Failure was caused by bleeding and thermal decomposition of the hydrocarbon fluid in the grease resulting in excessive torque and scoring of the balls and races in the bearing.

The other three materials are being similarly tested.

#### 3.7.2 Self Lubricating Materials

Areas exist where relative movement of contacting surfaces occur and long intervals between relubrication is a requirement. Self-lubricating rub strip materials are used in these applications.

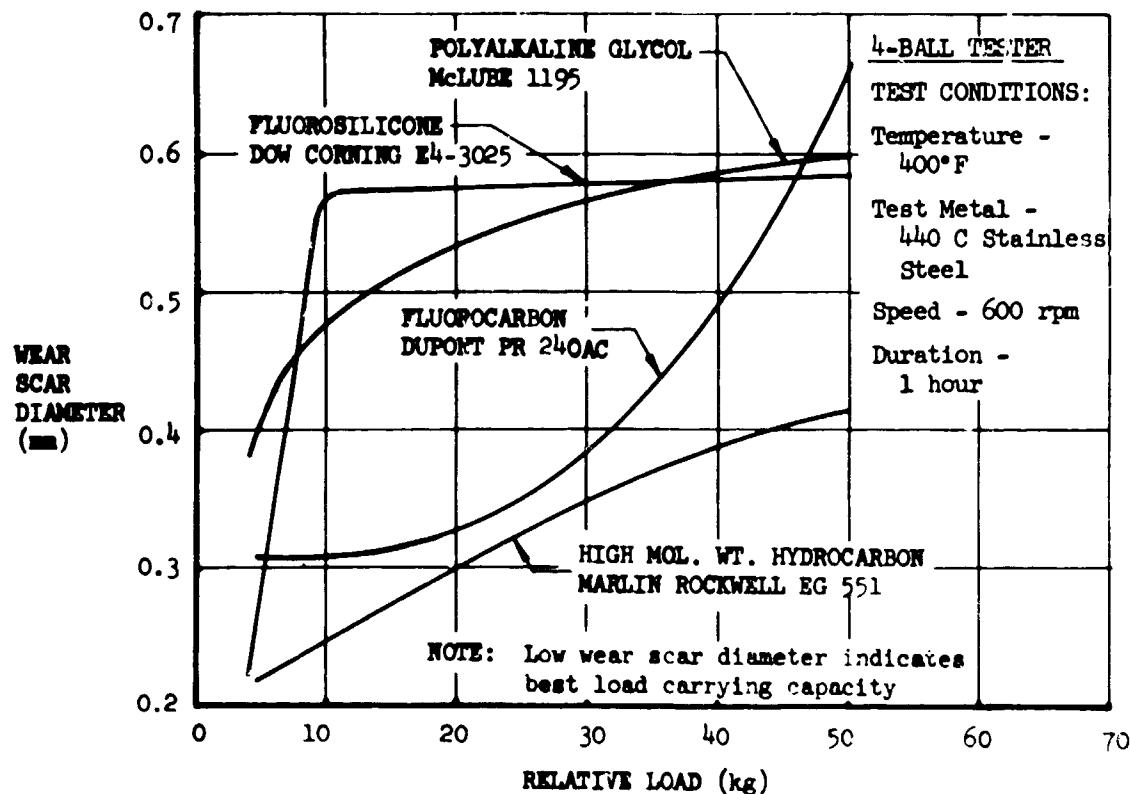


Figure 3-65. Relative Load Carrying Capacity of Synthetic Greases

a. Boeing Developed Solid Lubricant Compacts

Lubricant compact materials have been developed that are capable of providing low friction and wear resistance when in contact with metal surfaces at temperatures from -65° to 700°F under loads to 10,000 psi. Original development by The Boeing Company was done in 1961-62 under Air Force Contract AF33(616)-7395 (Ref. 28). Development of Design Criteria of a Dry Film Lubricated Bearing System. Additional work has been done by subcontract for Midwest Research Institute under Air Force Contract AF33(657)-1034 Task Number 30404 (Ref. 29).

Boeing lubricant compacts provide superior wear resistance, especially through the 450° to 650°F temperature range, over reinforced tetrafluoroethylenes and are considered to represent a major break through in self lubricating materials. They are used in applications where flexing and impact resistance is not a major consideration. Physical, mechanical, lubricity, and material compatibility properties of the compact materials selected are shown in Table 3-R. Figure 3-66 illustrates typical part configurations and uses in which Boeing solid lubricant compact materials have been successfully applied.

**Table 3-R. Properties of Boeing Developed Lubricant Compacts**

| Property   | Compact Designation |                      |                    |                    |
|--|---------------------|----------------------|--------------------|--------------------|
|  | 108                 | 108-67               | 108-67-75          | 146-40             |
| <u>Physical Properties</u>   |                     |                      |                    |                    |
| Density, Gm/cc   | 5.40                | 5.54                 | 6.13               | 5.5                |
| Coefficient of Thermal Exp.<br>(0° to 1,800°F) in /in /°F                      | $5 \times 10^{-6}$  | $5 \times 10^{-6}$   | $5 \times 10^{-6}$ | $5 \times 10^{-6}$ |
| Max. Operating Temp. In<br>Nonoxidizing Atmosphere                             |                     |                      |                    |                    |
| Inert gas or vacuum  | 1,500°F             | 2,000°F              | 2,500°F            | 2,500°F            |
| In air   | 700°F               | 700°F                | 700°F              | 700°F              |
| <u>Mechanical Properties (RT.)</u>   |                     |                      |                    |                    |
| Flexural Strength, psi   | 9,000               | 13,000               | 16,375             | 28,000             |
| Compressive Strength, psi  | 14,000              | 22,000               | 36,800             | 112,000            |
| <u>Friction &amp; Wear</u>   |                     |                      |                    |                    |
| Max. Surface Speed, ft/min   | 15,000              | 12,000               | 12,000             | 2,900              |
| Max. PV (pressure in psi x<br>velocity ft/min) <sup>1</sup>                    | 4,000,000           | 4,000,000            | 4,000,000          | 4,000,000          |
| Friction Coefficient in air<br>and in vacuum                                   | 0.02 to 0.3         | 0.02 to 0.3          | 0.02 to 0.3        | 0.02 to 0.3        |
| Wear Rate in /hr in air at<br>2,900 ft/min (PV = 3,000,000)                    | 0.0175              | 0.0020               | 0.0002             |                    |
| Wear Rate (in /A) - recipro-<br>cating at 450°F<br>at 200 psi<br>at 10,000 psi | ---                 | $3.7 \times 10^{-7}$ | ---                | $5 \times 10^{-7}$ |

Material Compatibility - No corrosion evident after 30 day exposure to water, salt spray, MIL-D-5251 oil, Versilube F-50, Freon E3, Conc. HCl, & Conc  $H_2SO_4$ .

- Dissolved in two day exposure to conc.  $HNO_3$ .

- No stress corrosion at 550°F when rubbed on titanium surfaces (see Section 3.4.1).

<sup>1</sup> Temperature stabilized and no galling evident at 12,000 ft/min.

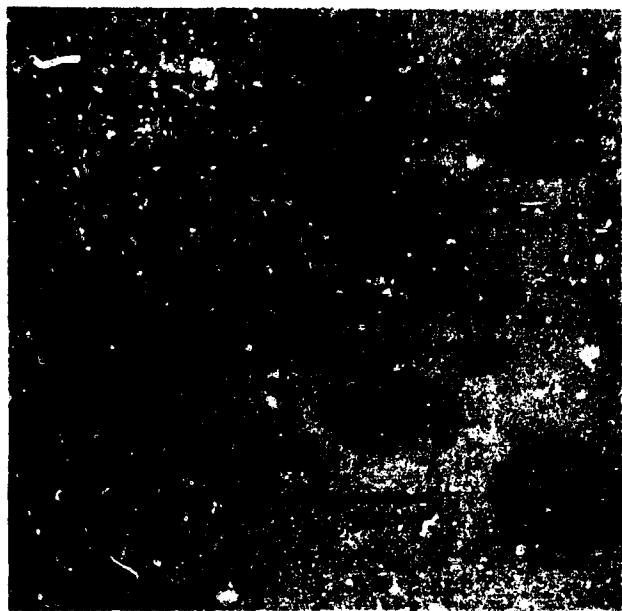


Figure 3-66. Typical Application of Boeing Lubricant Compacts

Composition and sintering temperature and pressures of these compact materials can be adjusted to produce different strengths and other desired properties to meet requirements of specific applications. For example, lubricant compact number 108-67 has been developed for use as moveable seals rubbing against titanium in the engine inlet centerbody where loads are approximately 200 psi and temperatures to 620°F are expected. Friction and wear tests simulating the engine centerbody application have been conducted. Wear of this material was less than 0.012 in. after 1,400,000 cycles (46,000 ft total travel) at temperatures of 535°F and 620°F. Maximum wear allowed is 0.030 in. No galling or scoring of the titanium mating surface occurred in these tests and the friction coefficient was 0.15 to 0.20. Wear resistant properties of this material and a filled Teflon rub strip material (Rulon LD), subsequently discussed are shown in Fig. 3-67. Rulon LD may be used in areas where flexure and impact resistance is required.

Table 3-R shows properties of other compact materials with higher strengths which can be used for journal bearing liners and track sliders where optimum life is required at temperatures between -65° and 700°F.

b. Teflon Fiberglass Reinforced Cloth  
At temperatures below 400°F, exceptional wear life of plain and spherical bearings is obtained

using liners made of Teflon fiberglass reinforced cloth adhesively bonded to the races. The friction coefficient of this Teflon material ranges from 0.02 to 0.10 depending on the load. Additional information covering wear life and load limitations are presented in Sec. 4.2.

#### c. Filled Teflon Materials

Self lubricating materials such as Dixon Corporation Rulon LD and bronze or glass filled Teflons are used in taying surfaces such as flaps, slats, and ailerons where titanium or steel are in contact under light loads. Reciprocating tests have been conducted on Rulon LD at temperatures of 335° and 400°F to determine the friction coefficient and wear rate properties. Coefficient of friction ranged from 0.10 to 0.25 at a 200 psi load and was less than 0.10 at a 1000 psi load. Average wear rates found for the Rulon LD were  $0.12 \times 10^{-5}$  in./ft of travel at the 200 psi load and  $6 \times 10^{-5}$  to  $12 \times 10^{-5}$  in./ft of travel at 1,000 psi loading. These values are based on dimensional measurements of the wear specimen before and after testing.

#### 3.7.3 Solid Films

Solid lubricating materials are used in applications when relubrication is not possible or desired, dirt cannot be kept away from the lubricated area, or large exposed metal surfaces preclude the use of oils or greases.

##### a. Applications Below 250°F

Products qualified under a company solid film material specification and meeting requirements of Military Specification MIL-L-8937 are used in applications where they have been proven by commercial and military airplane experience. Room temperature evaluation of one of these lubricants applied to a steel alloy had a wear life in excess of 12,000 ft and a friction coefficient less than 0.10 at 10,000 psi load with no measurable wear.

##### b. Applications for Temperatures Between -65° and 700°F

A solid film lubricant coating with excellent friction and wear life properties at temperatures to 700°F was developed by North American Aviation. This lubricant, designated Vitro-Lube 1220, was developed for use on the XB-70 airplane under Air Force Contract AF33(600)-42058 (Ref. 30). It consists of molybdenum disulphide, graphite, and silver powders dispersed in a glass frit. Bonding is achieved in one minute when the part to which it is applied is raised to a temperature

METAL: Ti 6Al-4V  
 SURFACE SPEED: 5 ft/min  
 (Reciprocating  
 at  $\pm 1.0$  IN.)  
 LOAD: 200 psi

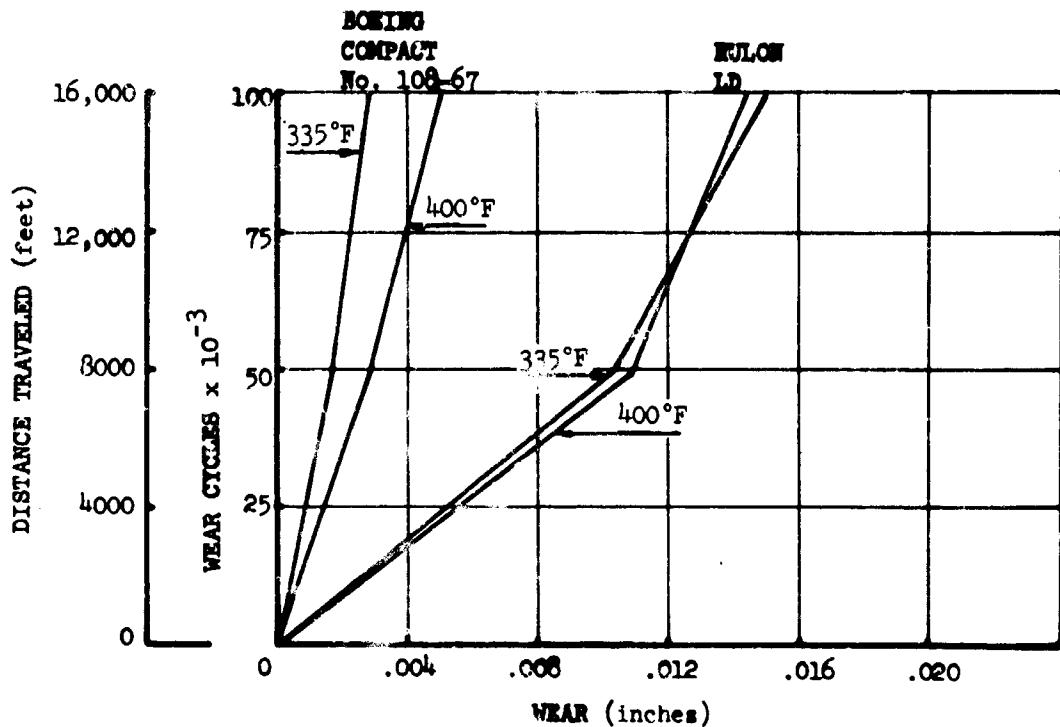


Figure 3-67. Wear Rate of Boeing Compact and Rulon LD

of 975°F. This material is commercially available from National Process Industries.

The Boeing Company has made extensive evaluations of the Vitro-Lube 1220 lubricant coating. It is used for prevention of galling and fretting of metal-to-metal interfaces in the temperature range from -65° to 700°F. This choice is made for the following reasons.

- Wear life is superior (lowest wear rate) to 23 other commercially available solid film lubricants which were evaluated at 450°F with applied loads of 200 and 10,000 psi. Figures 3-68 and 3-69 show a comparison of some of the materials tested.
- Coefficient of friction of Vitro-Lube 1220 at 450°F is less than 0.30 under a load of 200 psi and less than 0.10 under 10,000 psi load.
- Vitro-Lube 1220 has been used successfully for XB-70 applications.

- The Vitro-Lube 1220 coating has received extensive evaluation by North American Aviation to determine the effects of batch variations, process variations, corrosive atmospheres, curing in nonoxidizing atmosphere, coating of one versus two surfaces, cure temperature, coating thickness, substrate material, bearing clearance, fluid contamination, cure time, and spray versus dip applications.
- Repeatable results have been obtained in The Boeing Company evaluation.
- Compatibility of the Vitro Lube 1220 coating with titanium alloys has been found to be acceptable at 450°F (see Par. 3.8.1).

When the effects of the 975°F cure temperature cannot be tolerated or wear life of the lubricant is not a critical factor, Everlube 811 (a sodium silicate bonded MoS<sub>2</sub>-graphite solid lubricant

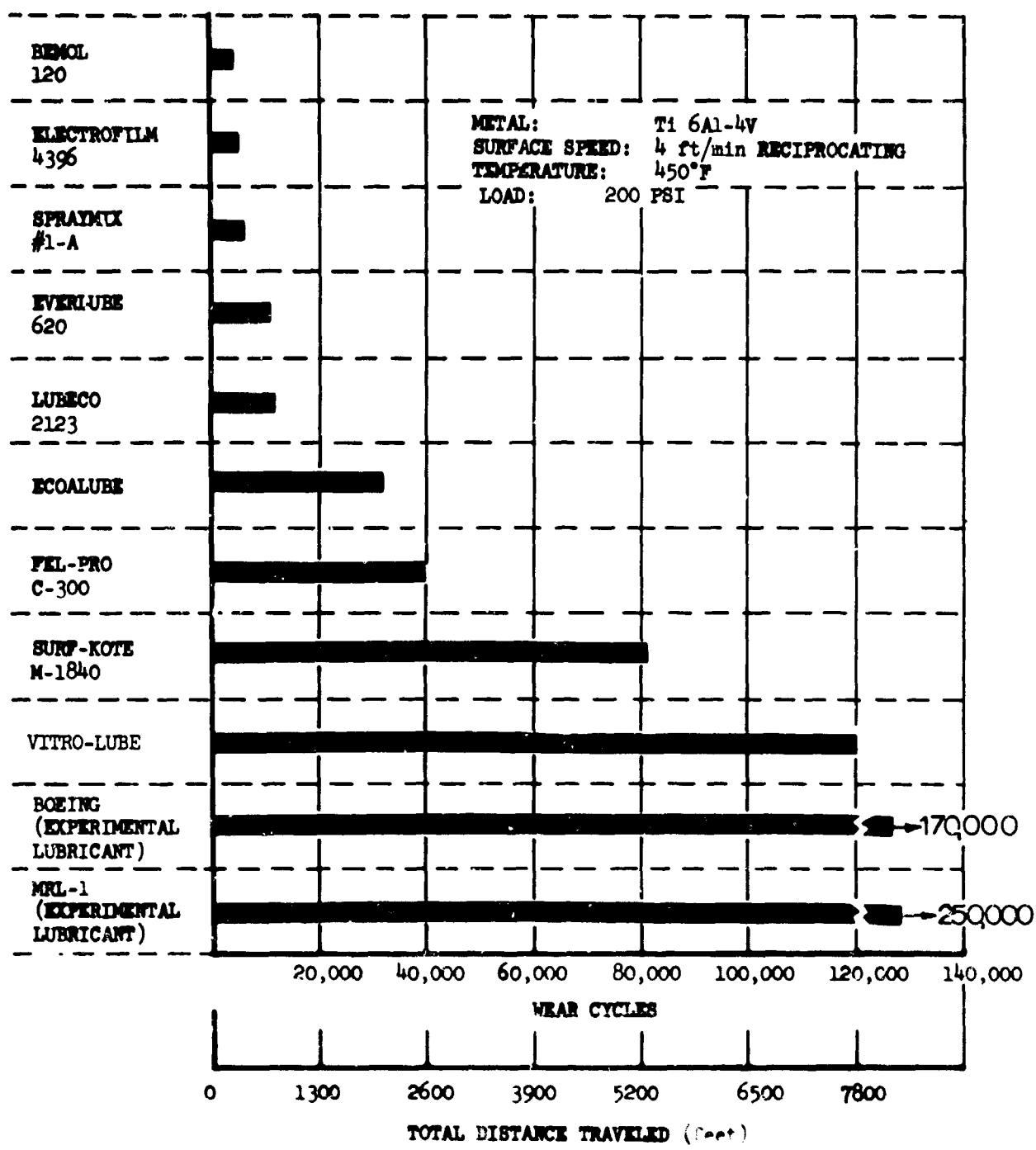


Figure 3-68. Relative Wear of Solid Film Lubricants, 200 psi

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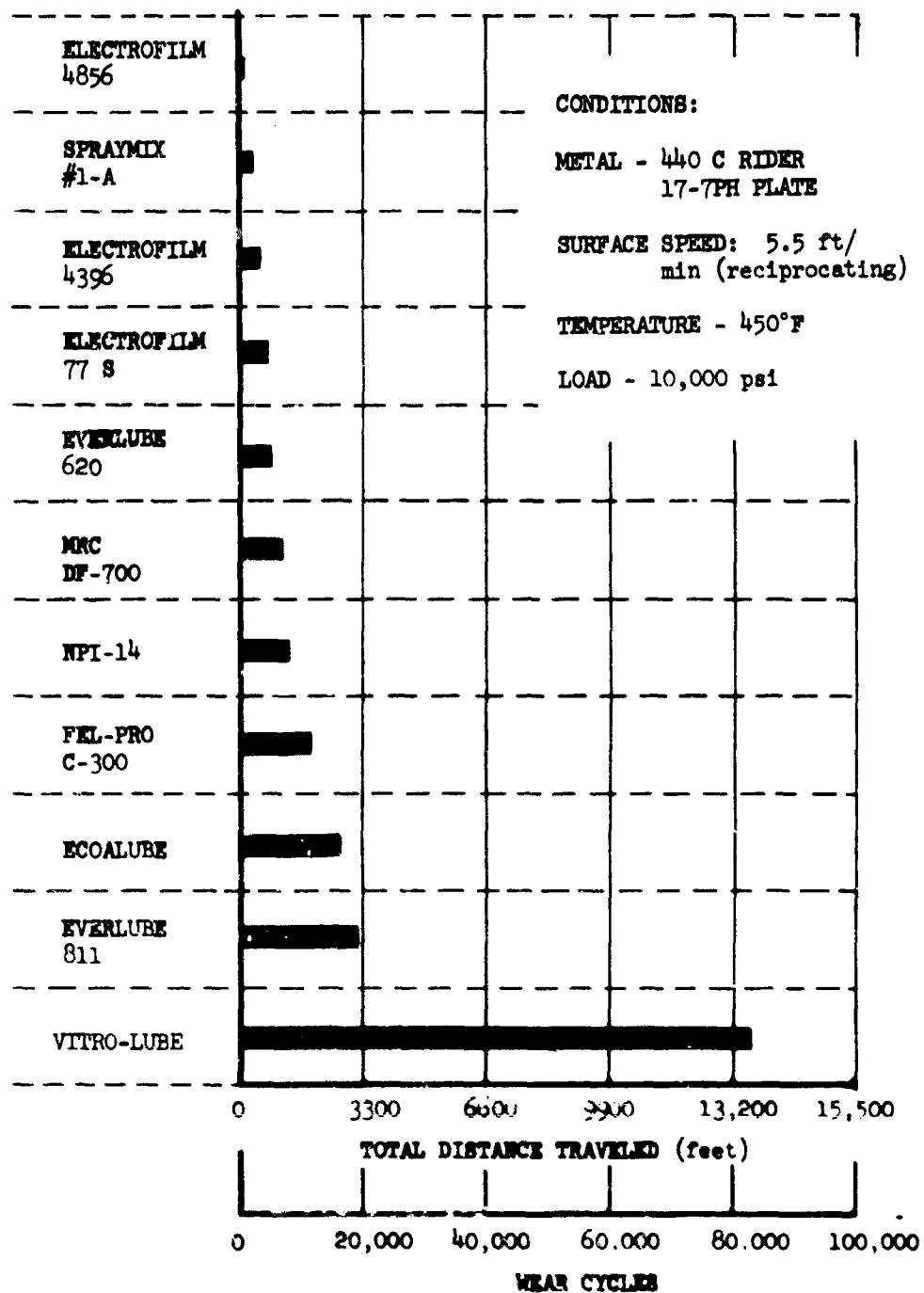


Figure 3-69. Relative Wear of Solid Film Lubricants, 10,000 psi.

coating) is used. This use is based on reproducibility of test results and wear life determinations as shown in Fig. 3-69.

Figure 3-68 indicates that a developmental coating designated MRL-1 and a Boeing experimental lubricant utilizing a polyimide resin binder have exceptional wear lives at 450°F and 200 psi load. These coatings are still in experimental stages and will be further evaluated.

c. Applications for -65° to 1200°F

Solid lubricating pigments such as lead monoxide and graphite will be used in lubricating films for applications where temperatures exceed 700°F on engine mounts and thrust reversers. These materials exhibit good lubricity to 1200°F. Lubeco 2023, Fel-Pro C-300, Electrofilm 1000, and Sermetel (Type 11) are solid films containing these lubricating pigments dispersed in high temperature stable inorganic binders and are used where environmental temperatures exceed 700°F.

d. Applications for Fasteners

Solid film lubricants such as Lubeco 2123 and Fel-Pro C-300 are used on fasteners to facilitate installation in interference fit holes and as thread lubricants. It has been demonstrated that fasteners coated with these lubricants can be installed into holes with interferences as great as 0.005 inches. Installation forces for interference fits are shown in Fig. 3-70. Section 4.1 covers additional details concerning the use of solid film lubricants in fastener applications.

3.7.4 Oils

Neopentyl polyolester oil with additives is used for lubricating mechanical systems such as accessory drives, gear boxes, actuators, generators, and compressors. This oil is readily available and is procured in accordance with Military Specification MIL-L-23699. It is presently used in applications such as turbojets, turboprops, and turboshaft engines for commercial and military airplanes. Neopentyl polyolester oil has superior oxidation resistance, thermal stability, bearing and gear load capacity, and low volatility in the temperature range of -65° to 400°F.

3.8 CORROSION AND DETERIORATION PREVENTION AND CONTROL

The prevention of corrosion and material deterioration is a very important consideration in the design, production, and maintenance of airplane structures. Proper investigation, analysis, and control will be implemented during development,

design, and manufacturing to assure satisfactory service life for the B-2707. As a result of extensive testing and in-service subsonic experience, The Boeing Company will provide effective preventive measures against corrosion and other deterioration processes.

These measures consider all forms of corrosion mechanisms as well as other deteriorating reactions such as thermal degradation, reduced pressure, ultraviolet radiation, wear, erosion, scratches, dents, abrasion, and electrical damage. Controls are being established that will ensure compatibility of airplane materials with each other as well as with:

- a. Manufacturing materials such as forming lubricants.
- b. Service environment including deicing and snow removal aids.
- c. Maintenance materials such as cleaning fluids.

Surface treatments, plating systems, special systems for such items as erosion protection and elimination of static charges, and paint systems have been developed and their use is controlled by Document D6A10072-1, Protective Finishes, Detailed Requirements for Model B-2707.

3.8.1 Materials Compatibility

The factors causing corrosion and deterioration of commonly used structural airplane materials as well as their interaction with other materials, are well understood from long experience with subsonic airplanes. The effective methods used on current airplanes to control these problems will be applied to the B-2707.

The transition from conventional structural materials to titanium alloys requires special attention. Very little information exists concerning interaction of titanium with other materials under anticipated environmental conditions. The position of titanium in the electromotive series (Table 3-S) establishes that titanium is a relatively noble metal when passivated, but when activated it becomes anodic to most of the commonly used airplane metals. A passive condition is dependent on the compatibility with the environment and with the other materials. All materials, metals and nonmetals, that are anticipated to come in contact with titanium are being environmentally tested and this program will continue.

MET.L: Rivet-Ti 6Al-4V -  
0.25 in. Diameter  
Plate-Ti 6Al-4V -  
0.60 in. Stack Up

LUBRICANT: Lubeco #2123  
Fel-Pro C-300

TEMPERATURE: 75°F

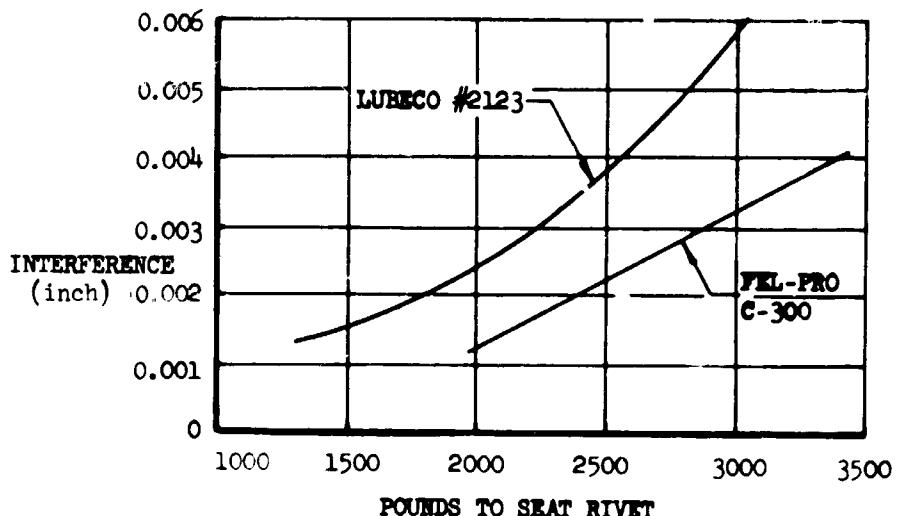


Figure 3-70. Installation Forces for Lubricated Fasteners

The test procedures selected include a bend test as a screening procedure for identifying the problem materials. It is very sensitive to surface embrittlement and discontinuities. This is a modification of the test described by G. J. Heimerl and D. N. Braski (Ref. 31). The bend test requires stressing in the plastic region and thus does not relate directly to airplane structures. More sophisticated test procedures are necessary to quantitatively evaluate the problem areas in each material system.

A tension-tension fatigue test is used to quantitatively evaluate surface embrittlement. The center section of the fatigue specimen is coated with the material in question and exposed to that environment which caused the surface embrittlement detected by the bend test. After exposure, the specimens are fatigue tested at room temperature to determine fatigue life compared to control specimens.

A precracked Charpy specimen, under sustained load conditions, is used to evaluate the effect of

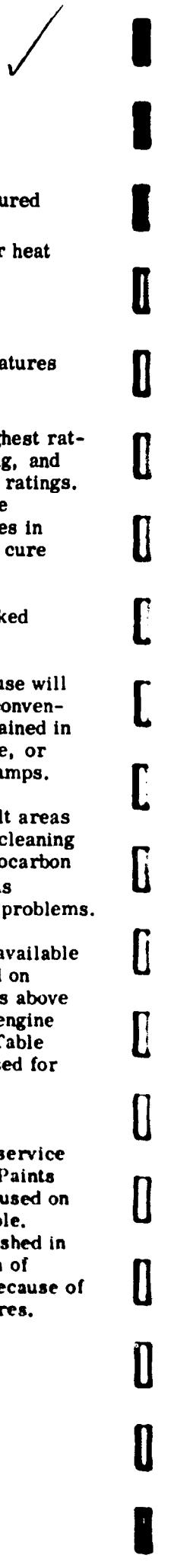
liquid or soluble decomposition products on the crack propagation rate. The fatigue cracked specimen is immersed in the solution under a sustained load until failure occurs. The stress required to produce failure in six hours is compared with that for control specimens tested in distilled water and in 3.5 percent salt solution. This test is similar to those used for materials selection as discussed in Sec. 2,1.

Results of the materials compatibility program to date are presented in Table 3-T.

### 3.8.2 Paints

#### a. Exterior Coatings

Silicone based paints have been established for use on exterior surfaces. These paints are available in a variety of colors and extensive formulation information is available. High emittance and good decorative properties will be maintained through repeated flight and ground service exposures. Four manufacturers are qualified to supply material to The Boeing Company material specification.

**Table 3-S. Electromotive Series**

|   |  |
|---|--|
| <b>Magnesium</b>                            | <b>Lead</b>  |
| <b>Magnesium-base alloys</b>                | <b>Tin</b>   |
| <b>Titanium (active)</b>                    | <b>Nickel (active)</b>                                     |
| <b>Aluminum (active)</b>                    | <b>Inconel 600 (active)</b>                                |
| <b>Zinc</b>                                 | <b>Chromium and martensitic stainless steels (passive)</b> |
| <b>Chromium (active)</b>                    | <b>Yellow brass</b>  |
| <b>Galvanized steel</b>                     | <b>Copper</b>  |
| <b>Aluminum</b>                             | <b>70-30 Cupronickel</b>                                   |
| <b>Aluminum-base alloys (5000 series)</b>   | <b>Inconel 600 (passive)</b>                               |
| <b>Cadmium</b>                              | <b>Nickel (passive)</b>                                    |
| <b>Aluminum-base alloys (2000 series)</b>   | <b>Titanium (passive)</b>                                  |
| <b>Mild steel</b>                           | <b>Monel</b>   |
| <b>Wrought iron</b>                         | <b>Austenitic stainless steels (passive)</b>               |
| <b>Cast iron</b>                            | <b>Silver</b>  |
| <b>Austenitic stainless steels (active)</b> | <b>Gold</b>  |

The selection, based on screening tests of 31 vendor supplied paints established a clear superiority for silicone based paints. Properties determined in these tests included:

- Resistance to system fluids
- Adhesion after heat and water exposure
- Emittance as cured
- Emittance after heat and water exposure

- Elevated temperature hardness as cured
- Elevated temperature hardness after heat exposure
- Appearance
- Ease of application and cure temperatures

The results showed silicones with the highest ratings, an epoxy with the next highest rating, and urethanes and polyimides with the lowest ratings. In addition to superior performance in the screening study, silicones have advantages in availability and color retention, and they cure without baking.

Screening study properties of the top ranked paints are listed in Table 3-U.

The air dry silicone paints qualified for use will be applied by air spraying and cured by conventional means. A satisfactory cure is obtained in seven days of room temperature exposure, or cure may be accelerated by use of heat lamps.

Cleaning of the silicone paints, in difficult areas such as wheel wells, will be easier than cleaning of currently used airplane paints. Fluorocarbon coatings (Teflon) will be used in any areas presenting particularly difficult cleaning problems.

High temperature coating materials are available to perform the coating functions required on exterior surfaces subject to temperatures above 450°F such as leading edges, nose, and engine areas. The coating materials shown in Table 3-V (Refs. 32, 33, 34, and 35) will be used for these applications.

#### b. Interior Paint

The interior paints selected for various service requirements are shown in Table 3-W. Paints for use at temperatures up to 150°F are used on current airplanes and are readily available. Their effectiveness has been well established in service. An exception is the substitution of polyurethane for vinyl chloride paints, because of the toxicity hazard of vinyl chloride in fires.

**Table 3-T Compatibility of Titanium Alloys With Other Materials**

| Material in Contact with Stressed<br>Titanium Sheet during Exposure ▶                                  | Reduction in Bend Characteristic of Titanium Sheet<br>after Exposure Cycles |                             |                            |                   |
|--|---|-----------------------------|----------------------------|-------------------|
|  | NIL   | SLIGHT<br>(<10%)            | SIGNIFICANT<br>(10% - 25%) | DRASTIC<br>(>25%) |
| Aerodynamic smoother<br>CA9R<br>RTV 1071<br>RTV 1072   | X   | X<br>X                      |                            |                   |
| Adhesive<br>FXM 34B25A   | X   |                             |                            |                   |
| Air-strip Deicer<br>$K_3PO_4$ -HCONH <sub>2</sub>  | X   |                             |                            |                   |
| Electroplated Steel<br>Cadmium<br>Chromium<br>Copper<br>Nickel<br>Nickel-Cadmium<br>Silver             | X<br><br>750°F<br>600°F   | 750°F<br>750°F<br>750°F     | 900°F                      | 750°F             |
| Hydraulic Fluid<br>Castrol<br>ETO 5251<br>XF 1-0294  | X<br>X<br>X   |                             |                            |                   |
| Insulation<br>XA 5910  |   | X                           |                            |                   |
| Lubricant<br>Compact (Ta + MoS <sub>2</sub> )<br>Lubeco 2123<br>Vitro-lube                             |   | 550°F<br>X<br>X             |                            |                   |
| Metals<br>Aluminum   | 550°F   | 600°F                       |                            |                   |
| Paints and Primers<br>DC 808<br>Midland 9 x 414<br>De Soto Super Koropon<br>DCXP-7-1359<br>DCXR-6-2165 | X<br>X<br>X<br>X  |                             | X                          |                   |
| Plastics<br>DuPont 2501<br>Epon 957 (Teflon-glass)<br>Monsanto Skygard 700                             |   | X<br>X<br>X                 |                            |                   |
| Sealants<br>AFNI, Viton<br>EC 2332<br>RTV 60<br>RTV 106<br>94-002<br>94-023<br>94-512                  |   | RT<br>Y<br>X<br>X<br>X<br>X | 212°F                      | 450°F             |

▶ Exposure cycles unless otherwise noted are as follows.

1. 95 ksi, 164 hours at RT
2. 95 ksi, 72 hours in boiling water
3. 90 ksi, 164 hours at 450°F

Table 3-U. Properties of White Silicone Paints

| Paint                       | Bend Adhesion<br>▷ |   |     | Total Normal<br>Emittance |      | Pencil Hardness |       |    |       |
|-----------------------------|--------------------|---|-----|---------------------------|------|-----------------|-------|----|-------|
|                             | ▷                  | ▷ | ▷   | ▷                         | ▷    | RT              | 450°F | RT | 450°F |
| Midland<br>S4-410           | 2                  | 0 | 0   | 0.75                      | 0.74 | 3B              | 6B    | 4H | 2B    |
| Rinsched-Mason<br>Q36W809   | 0                  | 0 | 0.9 | 0.80                      | 0.80 | 2H              | 2B    | 4H | HB    |
| Dow Corning<br>DC XP-7-1359 | 0                  | 0 | 0.5 | 0.79                      | 0.79 | 2B              | 6B    | H  | HB    |
| Markal<br>SR-4              | 0                  | 0 | 0   | 0.76                      | 0.76 | B               | 6B    | 3H | 2B    |

Condition:

- ▷ As sprayed and cured
- ▷ Immersed in water for 168 hours
- ▷ Exposed at 450°F and 30 torr for 168 hours
- ▷ The numbers in each column indicate inches of paint adhesion failure as measured from the smallest bend radius on an ASTM conical mandrel, 0 indicates optimum adhesion

Table 3-V. Extreme High Temperature Resistant Finishes

| Paint Type           | Maximum Service Temperature | Function  | Application Method    | Data and/or Reference   |
|----------------------|-----------------------------|---|-----------------------|---|
| Aluminized Polyimide | 1,000°F                     | Abrasion protection corrosion protection and decoration | Conventional spraying | (1) A pencil hardness above 5H is maintained by polyimide coatings<br>(2) Ref. 32 |
| Silicate             | 500°F                       | Thermal control corrosion protection and decoration     | Conventional spraying | Ref. 33   |
| Rokide A             | 3,600°F                     | Thermal control and decoration                          | Flame spraying        | Ref. 34   |
| Aluminized Silicone  | 1,200°F                     | Decoration and corrosion protection                     | Conventional spraying | Paint practice based on service exposures Ref. 35                                 |

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Table 3-W. Interior Paints

| Function                       | Service Temperature  |   |   |
|--------------------------------|--|---|---|
|                                | -65° F to 150° F   | -65° F to 300° F                        | -65° F to 400° F  |
| General Corrosion Protection   | Epoxy - chromate primer                                    | Epoxy - chromate primer                 | Air dry silicone - chromate primer (suitable to 450° F)                         |
| Impact and abrasion protection | (1) Polyurethane Enamel<br>(2) Vinylidene fluoride coating | Silicone elastomer dispersion coating   | (1) Silicone elastomer dispersion coating<br>(2) Fluorocarbon elastomer coating |
| Chemical resistance            | Epoxy enamel over epoxy chromate primer                    | Epoxy enamel over epoxy chromate primer | (No requirement for chemical resistance anticipated)                            |
| General decoration             | Acrylic - Nitrocellulose Lacquer                           | Air dry silicone topcoat                | Air dry silicone topcoat  |
| Stress corrosion protection    | Activated, metal rich primer - silicone based              |   |   |

► Alternate material to be evaluated for impact, abrasion and fire resistance.

► Alternate material to be evaluated for impact and abrasion resistance.

► If need arises fluorocarbon paints will be used.

Satisfactory performance of paint during actual aircraft service is the most reliable criteria for paint selection. However, when paints must be selected to meet new requirements, considerable reliance can be placed on simulated environmental tests. These tests have shown good correlation with service history. Tests which Boeing specification materials must pass are listed below:

- (1) All paint material
- Adhesion under water immersion
- Adhesion under condensing humidity
- Resistance to system and maintenance fluids, flammability and toxicity

- Resistance to South Florida exposure
- Adhesion and flexibility at -65° F
- (2) Primers - Corrosion protection under salt spray.
- (3) Elevated Temperature Resistant Paints
- Adhesion in boiling distilled water
- Resistance to hydraulic fluid at 350° F
- Resistance to Military Specification MIL-L-23699 Jet Engine Oil at 300° F

Interior paint materials will be applied and cured by conventional means. Application will be by air spraying, brushing, dipping, or flow coating. All interior paint materials are capable of obtaining full cure at room temperatures. Acceleration of cure by heating will be possible with all the selected elevated temperature resistant paints.

### 3.8.3 Plating

Model B-2707 presents the usual airplane requirements for corrosion resistance, anti-galling coatings, and bearing surfaces protection. In addition, the higher temperatures involved and the need for compatibility with titanium components require special consideration.

Combinations of materials which would be susceptible to electrochemical or galvanic attack will be avoided. Where this is not possible, sacrificial or barrier coatings will be applied to prevent corrosion. Plated coatings will also be used to prevent direct chemical attack, intergranular attack, and stress corrosion of critical components.

Platings which are used, their applications and limitations, are detailed in Boeing document D6A10072-1 (Ref. 36), Protective Finishes, Detailed Requirements for Model B-2707. As noted in this document, many of the platings are the same as those in use on current airplanes, because the requirements are the same. The increased temperatures of operation and the widespread use of titanium impose new requirements for plated coatings. Low alloy, high strength steels are plated with low embrittlement cadmium or cadmium-titanium alloy for corrosion protection provided they are not in contact with titanium. These coatings are used for components operating to a maximum of 350°F only, in order to avoid embrittlement and cadmium toxicity problems. At temperatures above 350°F, a special diffused cadmium nickel coating is applied, subject to the same restriction against titanium contact. Electroless and electrodeposited nickel are used where the plating must be compatible with titanium.

Special attention is given to hydrogen residuals of plated materials in contact with titanium and titanium alloys. It has been found that plated parts which have not been baked for hydrogen reduction lose their hydrogen to titanium metal in contact with them causing embrittlement of the titanium at elevated temperatures.

The plating of titanium and titanium alloys requires close control of processing parameters. The ability of these materials to rapidly passivate makes the production of adherent metal coatings difficult.

The activation method currently used is an anodic treatment in a bath composed of glacial acetic acid and hydrofluoric acid. This pretreatment has produced consistently high adhesion of nickel and copper coatings. Overlay plating of any desired material is then made to the initial coat by standard methods. Coatings produced on titanium by this method have been used successfully. An example of such usage was the titanium helium reservoirs on the Saturn booster. Adhesion of the coatings was found to be excellent. Gas residuals for the various steps in the pretreatment and plating processes were determined and found to be well below the limits established as damaging to titanium. Details of the project are available in Test Report T2-3350-1 (Ref. 37). Special processing will be employed for those titanium alloys which prove difficult to plate by normal methods. Specific cases are well covered by previous work in the field. McGargar, Pohl, Hyink, and Hanrahan (Ref. 38) report adhesion of electroless nickel suitable for gears on a number of alloys after a treatment involving vapor blast cleaning, alkaline electroless nickel, diffusion bake at 1550°F for four hours, and shot peening. The same process was employed by Levy and Romuld (Ref. 39) to produce coatings resistant to seizing and galling on army weapons. The post plating diffusion treatment must be compatible with the heat treatment of the alloy. Baking for

adhesion of nickel has reportedly been done at temperatures as low as 750°F for 15 minutes in an argon atmosphere. Diffusion layers of three to six mils are reported after diffusion at 1550°F (Ref. 40).

These latter processes are applicable to a wide variety of titanium alloys. The ability to produce an adherent coating by these methods permits application of almost any follow-on coating.

#### 3.8.4 Surface Treatment

Surface preparation is a key factor for adhesion of structural adhesives and protective finishes, corrosion protection, and avoidance of galling. It is also a factor in welding and in appearance control of unpainted metal surfaces. Surface treatments for aluminum, steel, and magnesium are the same as those currently used and proven successful on commercial airplanes.

##### 3.8.4.1 Titanium Surface Preparation for Bonding

The Pasa Jell 107 process has been selected for general prepaint preparation in view of its ease of application and controllability. The ability to either immerse large details or manually apply the treatment for prepaint preparation of assemblies or to complete airplanes is an added advantage.

Since Pasa Jell 107 has been selected as the surface preparation prior to adhesive bonding, many manufacturing problems are simplified because common cleaning and treatment facilities can be used. The treatment is compatible for sealing.

3.8.4.2 Titanium Coatings to Minimize Galling  
The adverse galling properties of titanium are well known and lubricative coatings are required to minimize the problem where titanium surfaces rub against each other. The conversion coatings which minimize galling are Battelle phosphate fluoride coatings, several proprietary anodic coatings including one of The Boeing Company's, and Watervliet Arsenal anodic hard coating. These coatings minimize galling under light frictional loading. Their primary function is to promote retention of standard lubricants, since adhesion of the lubricant to bare titanium is not sufficient to produce adequate lubricity under heavy loading.

For most applications, the easily applied phosphate fluoride coating promotes satisfactory

adhesion to dry film or fluid lubricants. Abrasive blasting produces good adhesion of lubricant and subsequent lubricity although the surfaces obtained are not suitable for many types of parts.

The use of lubricants to minimize galling is discussed in Sec. 3.7.

#### 3.8.4.3 Titanium Surface Preparation, Appearance Control

Normal cleaning and pickling processes for titanium produce an acceptable appearance after fabrication. Nitric hydrofluoric acid pickling, for scale removal or prewelding surface preparation, produces a smooth and lustrous surface. Pickling to remove one to three mils per surface of metal also produces appearance uniformity on machined surfaces when the machine marks are not overly prominent. When surfaces are chemically milled during fabrication, they have acceptable appearance equivalent to those after pickling.

#### 3.8.5 Erosion Protection

The problem of erosion manifests itself in the flight of the airplane through rain. Rain erosion is a direct function of impingement velocity and angle, drop size, and rate of rainfall. Rain impingement will produce erosion damage by exerting extremely high pressures over the area of impact and by an outward tangential flow at high velocities along surfaces.

##### a. Supersonic Rain Erosion Protection

Above 40,000 feet, the expected droplet size is less than one mm in diameter (Refs. 41 and 42). At altitudes below 40,000 feet, rain droplets greater than two mm in diameter are rarely encountered. It was predicted that droplets would fragment and vaporize behind a shock wave in air (Ref. 43). It was later shown on the supersonic sled investigation by Sundia Corporation at the Holloman AFB sled facility that droplets less than one mm in diameter did fragment causing no erosion damage; droplets one to three mm in diameter did not fragment and caused erosion damage (Ref. 44).

It has been shown (Refs. 45 and 46) that the rate of erosion decreases sharply as the impingement angle is decreased and approaches zero, if the impact angle is less than 15 degrees. During supersonic flight, critical areas with respect to rain erosion are wing leading edges, empennage leading edges such as stabilizer and vertical fin, and the radome tip. In supersonic flight the wing

leading edges will be swept back to 18 degrees. Hence, erosion damage is not expected even from rain droplets which are not fragmented behind the shock wave. Although the impact angle for the empennage leading edges is greater, this area will also be resistant to damage. Wahl (Ref. 47) has shown that titanium has over three times the rain erosion resistance of aluminum and aluminum performs satisfactorily on leading edges at Mach 0.9. Brunton (Ref. 48) as well as De Corso and Kothmann (Ref. 49) indicate impact pressures from rain drops at Mach 3 will be about three times the impact pressures at Mach 1. Thus, titanium should give satisfactory protection to all leading edges.

The tip of the nose radome is the most susceptible area to rain erosion damage and must be given maximum protection. A preformed ceramic cap is used to protect the fiberglass reinforced polyimide radome. Candidate protective cap materials available are alumina and Cer-vit. Cer-vit is a recrystallized glass developed by Owen-Illinois, Toledo, Ohio. Both alumina and Cer-vit are suitable as electromagnetic windows in the radar transmission frequency range. Alumina has repeatedly shown its resistance to rain erosion at supersonic speeds (Refs. 50, 51, and 52). Extrapolation of existing data predicts high density alumina will resist rain erosion at velocities up to Mach 10 (Refs. 52 and 53). The advantages of Cer-vit, compared to alumina, are its ease of fabrication where glass forming techniques are used, its zero porosity, and mirror finish. The latter two advantages minimize erosion caused by the tangential shear forces due to water flow along the surface.

The protective cap will be bonded to the fiberglass reinforced polyimide radome. Both alumina and Cer-vit appear to be compatible with the high temperature organic adhesives.

The Boeing Company is participating in the joint Air-Force Materials Laboratory — Naval Air Development Center 1968 program for evaluation of rain erosion resistant materials at supersonic speeds. The tests are conducted at the Holloman Air Force Base rocket sled facility. Test specimens are mounted on a wedge (Fig. 3-71) which is designed to present faces at angles of 13.5, 30°, 45°, 60°, and 90° to the sled direction and rain field. These cover the spectrum of leading

edge frontal angles of the B-2707. Materials are tested at Mach 1.5, 2.0, 2.5, and 3.0.

Materials representative of the exterior of the B-2707 are being tested as well as candidates for rain erosion protective coatings. The materials are:

- a. Titanium skins — on polyimide honeycomb core.
- b. Glass reinforced plastic skins — on polyimide honeycomb core sandwich.
- c. Sealed surface of glass reinforced polyimide laminate.
- d. Alumina-bonded to a polyimide laminate.
- e. Cer-vit 106 (devitrified glass).

A representative from The Boeing Company is assisting in the testing of those specimens submitted by The Boeing Company. This enables the company to have first hand, immediate data from tests of all materials including those from the results of work done by the Brunswick Corporation under AF Contract AF 33(615)3342. Materials will be characterized as to physical properties, such as hardness, surface finish, tensile and flexural strength, density, porosity, and modulus. Attempts will be made to correlate test performance with these characteristics. Flat ceramic coated polyimide test specimens have been tested at the Holloman supersonic sled test facility at Mach 1.5 with a rainfall rate of 2.6 in./hr using two mm rain droplets. This is a very severe environment and is not expected to be encountered in actual flight. Both the alumina and Cer-vit samples showed no signs of rain erosion damage.

Tests are being conducted to determine the bond strength, thermal shock characteristics, and impact characteristics of ceramic coated polyimide laminate systems. These tests will be performed at temperatures up to 550°F and bond strengths are expected to be at least 1,000 psi at 550°F. Room temperature bond strengths of 3,800 psi are attained. Thermal shock resistance is predicted to be good since the thermal expansions of the laminate and ceramic materials are of the same magnitude. Impact resistance is evaluated by firing projectiles at velocities up to Mach 4 at test specimens.

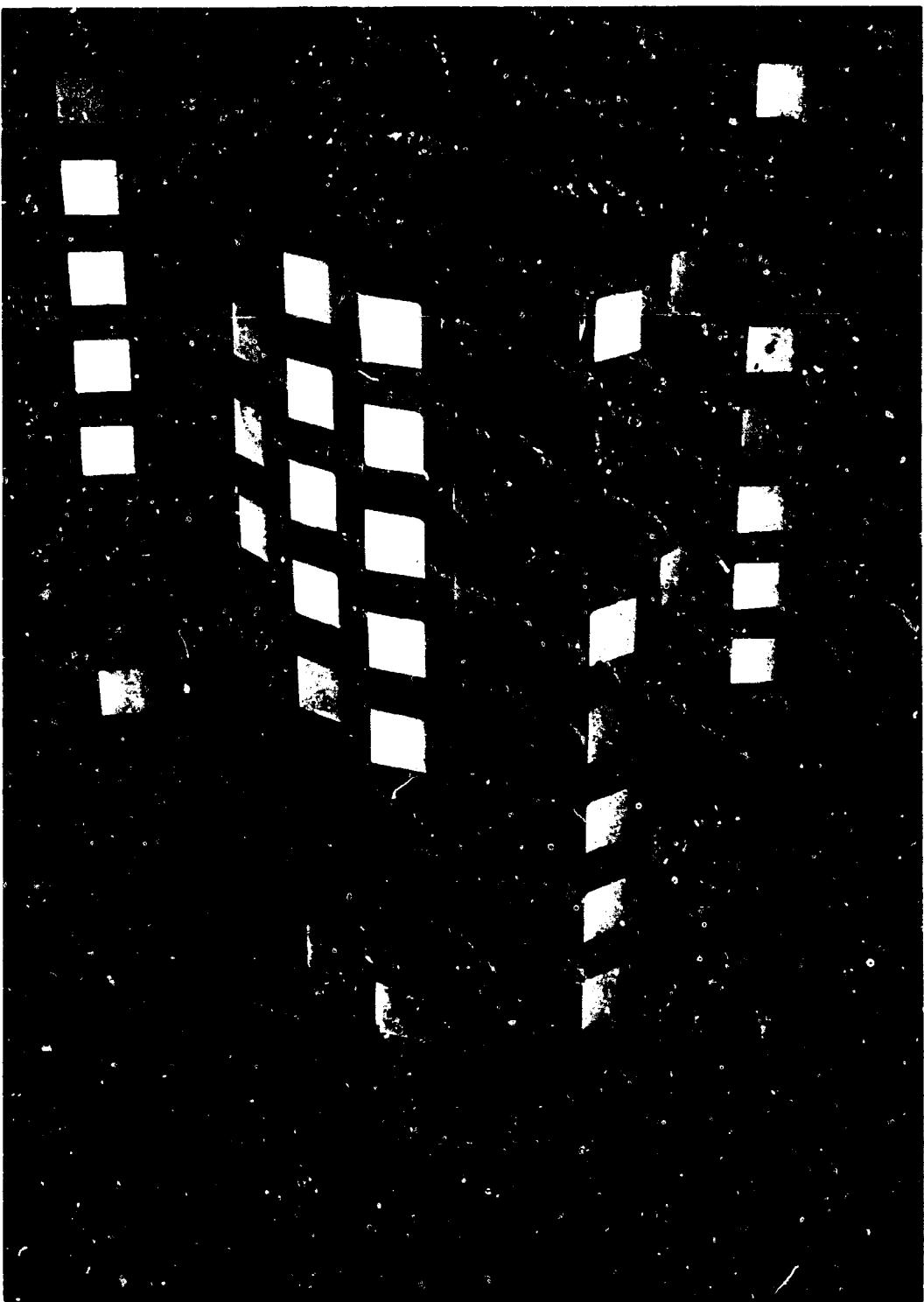


Figure 3-71. Wedge Test Jig for Rain Erosion Sled Tests

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The physical properties for alumina and Cer-vit are shown in Table 3-X.

Elevated temperature resistant elastomeric materials are used for subsonic rain erosion protection. Elastomeric materials applied as thick coatings or adhesively bonded shields have been effective in protecting laminate structures from damage by rain at subsonic speeds. Currently used neoprene materials are not satisfactory since elevated temperatures to 550°F will be experienced. Therefore, heat resistant elastomers, such as fluorocarbon and silicone rubbers are selected. A comparison of the essential properties of a neoprene rain erosion protective coating (Gaco N-79) and a filled fluorocarbon elastomeric coating (Viton A) is shown in Table 3-Y (Refs. 54 and 55). The data

show that such materials will provide satisfactory subsonic rain erosion resistance. The abrasion resistance and tensile strength of Viton A is comparable to that demonstrated by the Gaco material.

Surfaces are abraded and solvent cleaned in preparation for bonding rain erosion protective coatings and caps. Coating application is by brush or spray. Shields are formed by conventional deep drawing or calendering and adhesively bonded to the radome.

### 3.8.6 Elimination of Precipitation, Static Charges Protection from static charge buildup will be afforded to reinforced polymeric materials used on exterior surfaces by application of conductive

Table 3-X. Properties of Rain Erosion Protective Materials

| Properties                                      | Alumina                         | CER-VIT              |
|---|---------------------------------|----------------------|
| Coefficient of thermal expansion<br>65 to 500°F | $1.1 \times 10^{-5} / ^\circ F$ | *                    |
| Porosity  | 0.6                             | 0                    |
| Density   | 3.4                             | 2.5                  |
| Modulus of Rupture, psi                         | 60,000                          | 70,000               |
| Hardness, Knoop                                 | 900<br>(500 gm load)            | 600<br>(200 gm load) |
| Young's modulus, psi $\times 10^{-6}$           | 50.0                            | 13.3                 |
| Poisson's Ratio                                 | 0.26                            | 0.25                 |
| Dielectric Constant                             | at 77°F at 932°F                | at 77°F              |
| 1 Mc  | 9.5    11.3                     | 5.4                  |
| 10 Gc   | 9.4    10.0                     | -                    |
| Loss Tangent                                    |                                 |                      |
| 1 Mc  | 0.0007    0.0047                | 0.005                |
| 10 Gc   | 0.0002    0.0002                |                      |

\* The thermal expansion can be tailored from -30 to  $+140 \times 10^{-7} / ^\circ F$  over a wide temperature range.

**Table 3-Y. Properties of Subsonic Rain Erosion Coatings**

| Ref. 54<br>Material          | Exposure | Ref. 55<br>Abrasion<br>Index | Tensile<br>Strength,<br>psi | Elongation<br>at Break,<br>percent | Energy of<br>Rupture,<br>lb/in <sup>3</sup> |
|------------------------------|----------|------------------------------|-----------------------------|------------------------------------|---|
| Gaco<br>N-79                 | None     | 2-4-2.9                      | 1000                        | 1150                               | 4280  |
| Viton A<br>+<br>Purecal<br>U | None     | 2.2                          | 820                         | 270                                | 1300  |
| Viton A<br>+<br>Purecal<br>U | 550°F    | 2.8                          | -                           | -                                  | -   |

coatings. The conductive coating will be either Du Pont P.I. 5200 or Boeing developed carbon black modified silicone elastomeric coating. Conductive coatings have a surface resistance no greater than 100 megohms per square to assure bleedoff of static electricity before discharge damage can take place. To prevent radar interference associated with highly conductive materials, conductive coatings applied to radomes have a surface resistance greater than one megohm per square. In addition to meeting the conductivity requirements, conductive coatings are resistant to temperatures in the 450 to 500°F range. Table 3-Z shows pertinent properties for the selected coating. Polymer reinforced laminates will be prepared for coating by sealing, sanding, and solvent wiping. Conventional air spraying or brushing will be used to apply the conductive coatings.

### 3.8.7 Marking Materials

#### a. Permanent Markings

Permanent marking will be required on parts and assemblies to assure proper identification during

final assembly, maintenance, repair, and storage. Certain areas of the airplane will require markings for identification, decoration, and instructional purposes. Permanent markings used on current commercial airplanes are used and are shown in Table 3-AA. Part identification markings suited for elevated temperature exposure are shown in Table 3-AB.

Stenciling and silk screening with air dry silicone paint is employed for decorative and instructional marking on surfaces subject to temperatures above 300°F. Stenciled exterior markings will have the color range and durability required and will resist the exterior elevated temperature reduced pressure environment.

#### b. Temporary Markings

Temporary markings are used to identify parts during manufacturing. Materials and methods established on current airplanes will be used for temporary marking on aluminum, steel, and stainless steel surfaces. For titanium alloys, temporary markings are applied by rubber stamping utilizing the inks listed in Table 3-AC. The selected inks are free from halides and are

Table 3-Z Properties, Anti-Static Coatings

| Material          | Surface Resistance Megohms/Square | Cure  | Resin System | Percent Pigment By Weight | Exposure Test                      |
|-------------------|-----------------------------------|---|--------------|---------------------------|------------------------------------|
| PI 5200           | 0.5 to 15                         | 200° F<br>15 to 20 min.,<br>500° F<br>30 min. | Polyimide    | 7.5                       | 500° F with no failure             |
| Boeing ANST -XC-7 | 1                                 | Room temperature                              | Silastic     | 14                        | 450° F<br>30 torr, with no failure |

Table 3-AA Permanent Markings

|  |                                     | Metal-CAL  | Nameplate                                   | Plastic Film Decal (Mylar) | Paint Film Decals  | Stencil (Etched Metal or Machine Cut)   | Silk Screening         |
|--|-------------------------------------|--|---|----------------------------|--------------------|---|------------------------|
| DESCRIPTIVE PROPERTIES (TYPICAL VALUES)  | Material                            | 0.002 to 0.003 Al Color anodized                                 | 0.040 1100 or 3003 Al                       | Polyester                  | Lacquer or enamel  | Lacquer, ink or enamel  | Lacquer, ink or enamel |
|  | Adhesive                            | Pressure sensitive rubber base. 0.001 thick or solvent activated | Mechanically attached; 15-363               | Pressure sensitive         | Varnish or dextrin | ---   | ---                    |
|  | Total thickness                     | 0.004  | 0.040 plus screw heads or crimped "fingers" | Less than 0.0045           | 0.002 to 0.004     | 0.001 to 0.003  | 0.0002 to 0.0015       |
|  | Flexibility                         | Satisfactory   | Low   | Satisfactory               | Satisfactory       | Satisfactory  | Satisfactory           |
| APPLICABILITY  | Weight                              | Satisfactory   | Relatively high                             | Satisfactory               | Satisfactory       | Satisfactory  | Satisfactory           |
|  | Legibility                          | Excellent  | Excellent                                   | Excellent                  | Excellent          | Poor to excellent  | Excellent              |
|  | Ease of Modification or replacement | Fair   | Good to fair                                | Fair                       | Fair               | Good to fair       | Fair                   |
| RESISTANCE PROPERTIES  | Cost                                | Satisfactory   | Satisfactory                                | Satisfactory               | Satisfactory       | Satisfactory  | Satisfactory           |
|  | Abrasion                            | Excellent  | Excellent                                   | Excellent                  | Satisfactory       | Fair  | Fair                   |
|  | Cleaning                            | Excellent  | Excellent                                   | Excellent                  | Fair               | Fair  | Fair                   |
|  | Fuel                                | Satisfactory   | Excellent                                   | Satisfactory               | Satisfactory       | Satisfactory  | ---                    |
|  | Temperature Limit                   | 300° F   | 375° F                                      | 300° F                     | 175° F             | 160° to 500° F  | 175° F                 |
|  | Humidity                            | Excellent  | Excellent                                   | Excellent                  | Fair               | Fair  | ---                    |
|  | Water                               | Excellent  | Excellent                                   | Excellent                  | Satisfactory       | Satisfactory  | ---                    |
|  Depends on stencil type and background |                                     |  |   |                            |                    |   |                        |

**Table 3-AB Elevated Temperature Markings**

| Marking Method             | Marking Material                             |                                      | Material Selection Based On   | Exceptions      |
|----------------------------|--|--------------------------------------|---|-----------------|
|                            | Service Temperature<br>-65 to 300° F         | Service Temperature<br>-65 to 450° F |   |                 |
| 1. Rubber Stamping         | Polyurethane resin base ink                  | Silicore resin base ink              | 1. Temperature resistance<br>2. Appearance retention tests (See Table 3.8.7.1-3)<br>3. Exterior paint qualification tests (See section 3.8.2.1) | None            |
| 2. Electric Etching        | temperature limitation same as part material |                                      | 707, 720 and 727 experience   | Titanium Alloys |
| 3. Electrochemical Etching | Temperature limitation Same as part material |                                      | 707, 720 and 727 experience   | Nonmetals       |

**Table 3-AC Temporary Marking Inks, Titanium**

|             | Material ▶   | Color  | Source                       |
|-------------|--|--------|------------------------------|
| Category I  | (Max temperature 300° F)                                       |        |                              |
|             | DX-100   | Purple | Dykem Ink Co.                |
|             | DX-296   | Red    | Dykem Ink Co.                |
|             | 512  | Black  | Meyercord Co.                |
|             | 73X-NW   | Black  | Independent Ink Co.          |
|             | S-1141   | Black  | Marking Device Manuf. Co.    |
|             | WE 43  | Yellow | General Printing Ink Co.     |
|             | Paul Bunyan  | Purple | Dickson Ink and Chemical Co. |
| Category II | (Principally for use above 300° F)                             |        |                              |
|             | Paul Bunyan water-soluble inks plus 10 percent sodium silicate |        |                              |



Removability effected by conventional shop solvents, e.g., acetone, methyl ethyl ketone or alkaline cleaner

adaptable to rubber stamping. Tagging is used where ink markings would be subjected to abrasion or where methods of ink removal are incompatible with part materials. Use of these materials and methods is controlled by a company specification.

**3.8.8 Processing and Manufacturing Aid Materials**  
Processing and manufacturing aids such as marking materials, protective coatings, machining lubricants, and processing chemicals have been evaluated for compatibility with titanium. The materials were evaluated by:

- Chemical analysis of the material for halide content (principally chloride ion).
- Short time exposure of stressed titanium alloy specimens at elevated temperature (850°F)
- Exposure of flat specimens of titanium alloy at 500° to 550° F.

Subsequent analysis of exposed titanium specimens included Allison bend testing for surface embrittlement, vacuum fusion gas analysis for detection of hydrogen or oxygen pickup, and metallographic examination for evidence of intergranular attack. Results of the tests are shown in Table 3-AD.

### **3.9 CHEMICAL AND ELECTROCHEMICAL PROCESSES**

The electrochemical processes are electrochemical milling, electrochemical grinding, and electrical discharge machining; all are used to remove metal and to shape metal parts. Thus, they supplement mechanical machining processes and provide increased flexibility in part design and economy in part production. Aircraft industry experience has proven the value and reliability of the electrochemical machining processes for producing complex shapes from high strength materials.

Chemical processes are chemical milling, cleaning, and descaling. In usage, chemical milling is similar to the electrochemical processes but the processing method and controls required are more closely related to cleaning and descaling.

Chemical processing of steel and aluminum alloys is well understood and has been widely employed for many years. The procedures used for the B-2707 will be the same as those successfully used throughout the industry. For titanium alloys, the danger of hydrogen embrittlement and chloride contamination has,

in the past, caused considerable concern about chemical processing of titanium. While close control of these processes must be exercised, experience has proven the compatibility of chemical processing methods for titanium.

#### **3.9.1 Cleaning and Descaling**

Degreasing and alkaline detergent cleaning materials are used for removal of oily and water soluble soils. This class of cleaners are firmly established and their use is quite routine. However, before any specific commercial cleaner is approved for use by The Boeing Company, it is tested for cleaning efficiency and material compatibility. For example, Freon PCA\* solvent is selected for vapor degreasing of titanium in lieu of the commonly used trichlorethylene which can induce stress corrosion cracking.

A variety of acid pickling processes is used for the removal of scale formed during heat treating or hot forming metal. Deoxidizing solutions for aluminum are efficient with low etch rates and minimum metal attack. For steels, although tenacious heat treat scales are common, safe and efficient descaling methods have long been established. Descaling of titanium is complex, but test and production experience (since 1950) has established effective methods directly applicable to the B-2707. Recent investigations have updated this technology for the new applications to be encountered.

##### **a. Pickling Solution for Titanium**

Nitric hydrofluoric acid mixtures continue to be the standard solutions for descaling, general surface preparation, and light etching to remove contaminated metal. The nitric to hydrofluoric ratio and bath temperature must be controlled to avoid input of hydrogen to the base metal and selective etching during descaling. High nitric to hydrofluoric ratios result in low etch rates, whereas low ratios result in hydrogen embrittlement. The proper nitric to hydrofluoric ratio can be maintained by hydrofluoric acid additions; controlled either by analysis of free hydrofluoric acid or by determination of etch rate. Figure 3-72 shows the effect of hydrofluoric acid concentration on etch rate for titanium pickling solutions. The etch rate range used is 2 to 5 mils per surface per hr. This produces effective descaling and minimizes selective etching. With this etch rate range and the proper nitric acid concentration, the \*1, 1, 2 - Trichloro - 2, 2, 1 - Trifluoroethane

**Table 3-AD. Compatibility of Manufacturing Aid Materials**

| Tapes and Temporary Coatings                     | Approved | Not Approved |
|--|----------|--------------|
| Protex 50 tape                                   | X        |              |
| Mystik 6223 tape                                 | X        |              |
| Mystik 6250 tape                                 | X        |              |
| Tuck 90T tape                                    | X        |              |
| Mystik 5863 tape<br>(black and olive drab)       | X        |              |
| Permacel 95 tape                                 | X        |              |
| Shuford Mills CP11 tape                          |          | X            |
| Shuford Mills RP52 tape                          |          | X            |
| Tuck 90W tape                                    |          | X            |
| Vinyl chloride strippable<br>protective coatings |          | X            |
| Spraylat SC-1071 coating                         | X        |              |
| Inks   |          |              |
| Meyercord 512 black ink                          | X        |              |
| Sigmund Ullman W-E-yellow 43 ink                 | X        |              |
| Paul Bunyan purple ink                           | X        |              |
| DyKem DX 100 ink                                 | X        |              |
| DyKem DX 296 ink                                 | X        |              |
| Cado Flomaster black and purple ink              | X        |              |
| Independent Ink #68 red ink                      |          |              |
| Independent Ink 73 x NW black ink                | X        | X            |
| Marco S-1141 black ink                           | X        |              |
| Machining and Forming Lubricants                 |          |              |
| 5 percent Barium Hydroxide solution              | X        |              |
| Freon Butyl Cellosolve mixture                   | X        |              |
| Mineral Oil (Chevron white oil #3, NF)           | X        |              |
| Sodium Nitrite solution, 5 to 10 percent         | X        |              |
| Mobile TJ-73                                     | X        |              |
| Cut Max 569                                      |          | X            |
| Rapid Tap  |          | X            |
| Everlube T-50                                    | X        |              |
| Fel-Pro C-300                                    | X        |              |
| Solvac NP  | X        |              |
| Solvac 2032                                      | X        |              |
| Hocut 237  | X        |              |
| Tapzol 410                                       | X        |              |
| Grind Tex B 410                                  |          | X            |
| Mobile Met 25                                    |          | X            |
| Habcool 318                                      |          | X            |
| Tap Magic  |          | X            |
| Mobil C-250                                      |          | X            |

Table 3-AD. (Concluded)

| Solvents                             | Approved | Not Approved |
|--------------------------------------|----------|--------------|
| Naphtha                              | X        |              |
| Acetone (and other ketones)          | X        |              |
| Stoddard solvent                     | X        |              |
| Alcohols                             | X        |              |
| Toluene, Xylene                      | X        |              |
| Butyl Carbitol                       | X        |              |
| Butyl Cellosolve                     | X        |              |
| Freon PCA                            | X        |              |
| Carbon tetrachloride                 |          | X            |
| Trichlorethylene<br>(above 600° F)   |          | X            |
| Methyl chloroform                    |          | X            |
| Methylene chloride                   |          | X            |
| <b>Miscellaneous Material</b>        |          |              |
| Turco Pre-Treat (heat treat coating) | X        |              |
| Turco 4316 (scale conditioner)       | X        |              |
| Turco 4338 (scale conditioner)       | X        |              |
| ZL-2 (penetrant inspection fluid)    | X        |              |

hydrogen evolved is not significantly absorbed in the titanium. Any hydrogen pickup encountered is small relative to established allowable levels for the various alloys. The data plotted in Figs. 3-73 and 3-74 show the relationship between etch rate and hydrogen pickup.

Selective etching can be avoided by techniques such as repeated cycles of immersion and air-water blasting. Unusually tenacious scale may be removed by abrasive blasting. However, use of heat treat protective coatings or scale conditioners minimize the need for this type of descaling.

#### b. Heat Treat Protective Coatings for Titanium

Several coatings have been selected on the basis of effectively minimizing scale formation in different temperature ranges, for removability, and for minimizing oxygen alpha case. These coatings and their special characteristics are:

- Pre-Treat, Turco Products, Inc — This is a special kaolin-resin combination applied by spraying to a controlled thickness on cleaned surfaces. Protection to 1,900° F is afforded with best effectiveness to 1,725° F. After application, the coating

dries and has moderate resistance to handling.

- T-50, Everlube Corporation of America — This molybdenum disulfide graphite filled silicone material is applied by spraying and affords protection to 1,900° F for a few hours. This coating is the particular selection for parts to be hot formed since it lubricates and minimizes scale and resists being scraped off.
- Boeing Ceramic Coating — This sprayed on coating is used above 1,400° F to minimize oxygen alpha case.
- Fuller Hi-Heat 171-A28 — This is an aluminum silicone paint. Its application and use are similar to the Boeing ceramic coating but slightly less effective in minimizing alpha case.
- Boeing Crystalline Coating — This aqueous solution includes a nitrate and carbonate. When brushed on titanium to be heated to 1,500° F, it causes formation of scale consisting largely of a titanate. This scale is considerably less tenacious than normal oxide scale.

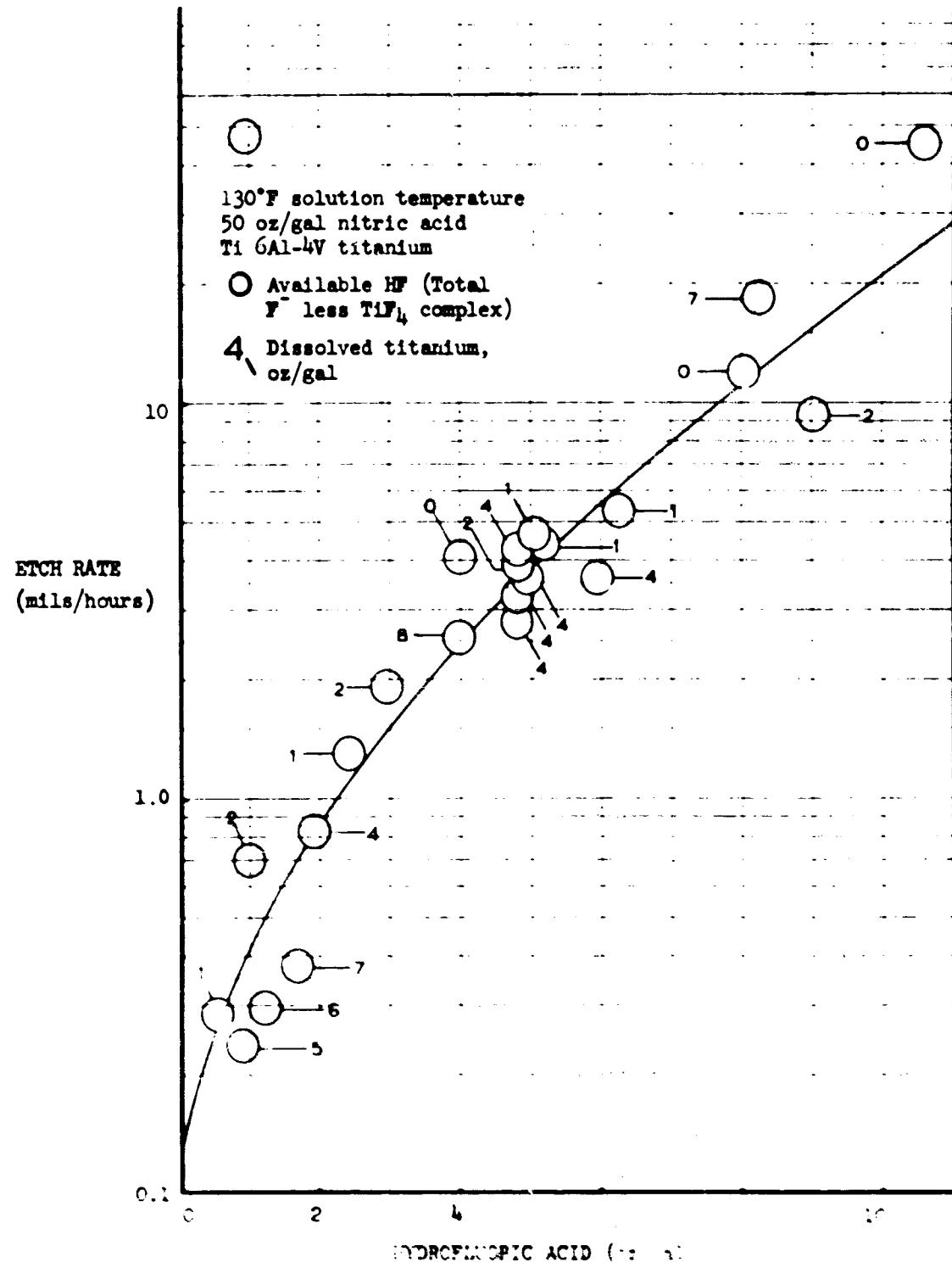


Figure 3-72. Titanium Pickling Solutions. Variations in Etch Rates.

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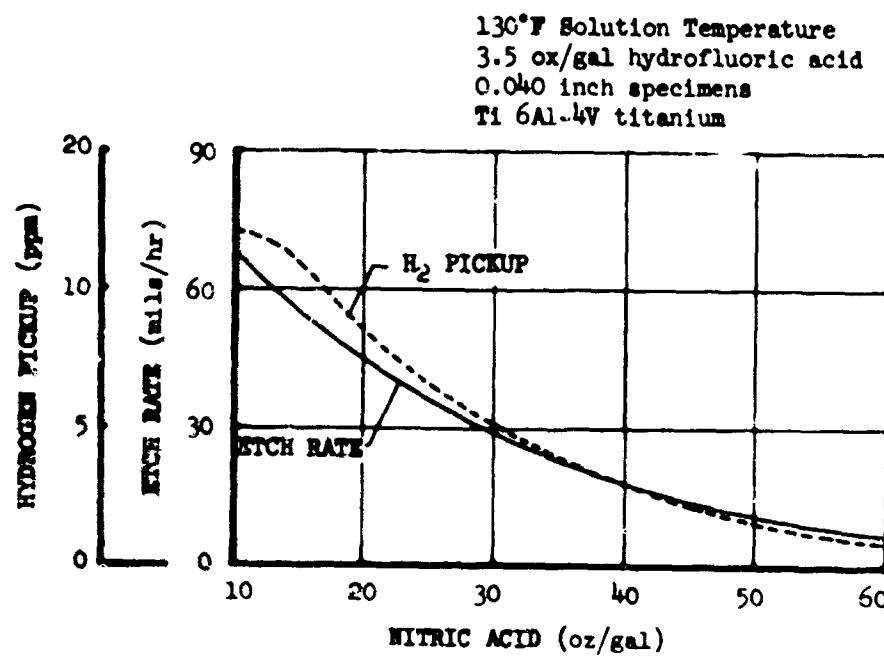


Figure 3-73. Effect of Acid Ratios on Hydrogen Pickup

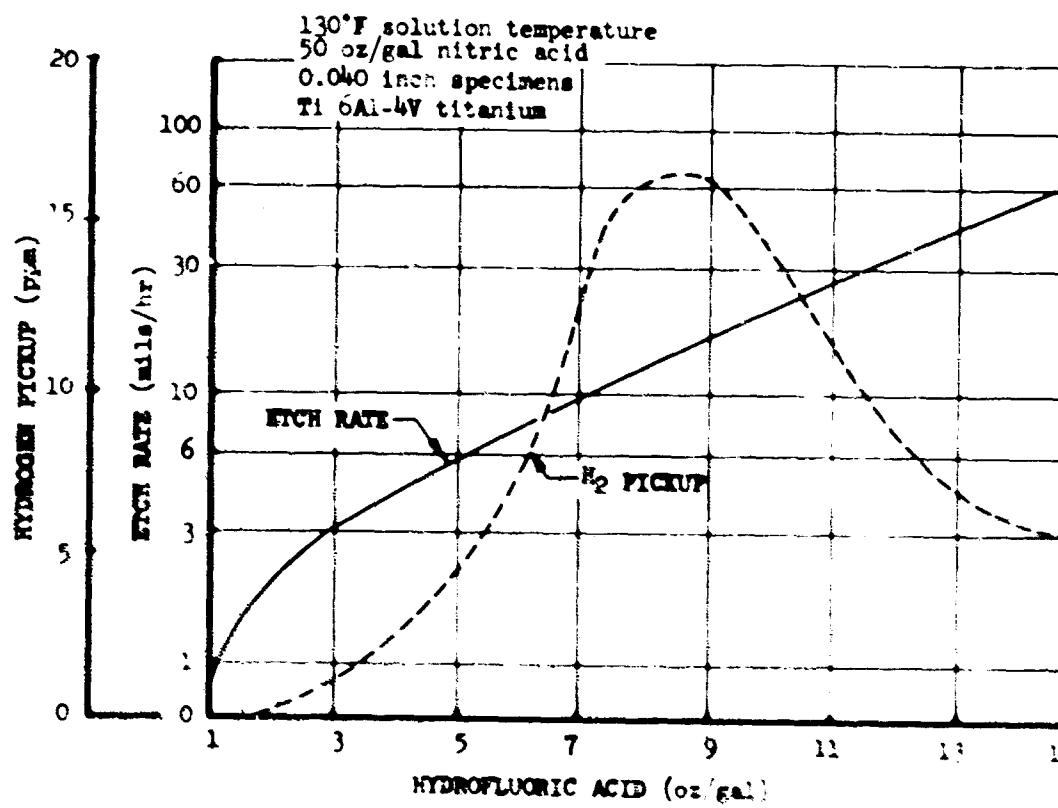


Figure 3-74. Effect of Etch Rate on Hydrogen Pickup

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### c. Titanium Scale Conditioners

Scale conditioners operate by altering the scale after formation for easier removal. When a coating and a scale conditioner are used, maximum scale removal efficiency and uniformity of metal removal are achieved.

Several commercial molten salt baths have demonstrated effective scale conditioning and material compatibilities, but their high operating temperatures have prevented their adoption. A newer low temperature molten bath, Kolene Corporation Alko-N which operates at 425°F, is being investigated.

Two aqueous solution scale conditioners manufactured by Turco Products, Inc., have the following applications:

- Turco 4338, a concentrated caustic permanganate solution operating at 260°F — This effectively removes residue of ceramic and Everlube T-50 coatings before pickling, but does not chemically alter titanium scale itself. It is primarily designed to condition scale on stainless steel and certain nickel cobalt alloys. This material is currently used at Boeing for titanium and steel.
- Turco 4316, a concentrated caustic solution operating at 270°F — This solution removes ceramic and Everlube T-50 residue after heat treatment and chemically alters titanium scale. It is effective on scale formed over a wide heat treat range and considerably simplifies pickling. It is used only for titanium.

### d. Descaling of Steels

Carbon steels at strength levels less than 220 ksi are descaled in inhibited hydrochloric acid. Higher strength steels are abrasively descaled.

Austenitic or martensitic stainless steels are most readily descaled in nitric hydrofluoric acid. The 10 to 1 nitric to hydrofluoric solution as used for titanium is satisfactory although a lower ratio (4 to 1) is somewhat more effective for descaling and does not produce excessive steel etching. Because high heat treat temperatures are common, heat treat protective coatings are definitely advantageous. For this purpose, Turco Pre-Treat or a silicone coating developed by Boeing are used.

Precipitation hardening stainless steels require pickling in low etch rate solutions to avoid inter-

granular attack. A high nitric low hydrofluoric solution can be used, but parts descaled in inhibited hydrochloric solution are generally more free of attack. Turco 4338 scale conditioner is used to facilitate scale removal.

### e. Descaling of Aluminum

A large number of commercial deoxidizers are available for descaling aluminum. These materials are in current use, have been proven effective, and are economical.

#### 3.9.2 Chemical and Electrochemical Metal Removal

Chemical and electrochemical techniques will be used to produce pockets, multiple holes, and complex three dimensional shapes when conventional machining is difficult or extremely expensive. The following processes will permit designing a part to an optimum configuration for weight reduction:

- Chemical Milling.
- Electrochemical Machining (ECM).
- Electrical Discharge Machining (EDM).
- Electrolytic Grinding (EG).

Each of these techniques have been thoroughly evaluated with regard to dimensional tolerances, reproducibility, surface finish, and effects on material properties and is controlled by company specifications.

Chemically and electrochemically milled surfaces are free from induced residual stresses. They exhibit fatigue characteristics similar to those resulting from end milling with sharp tools to a standard RHR 125 finish as shown in Fig. 3-75.

Electrolytic grinding removes 90 percent of the metal electrochemically and 10 percent abrasively; producing surfaces with a slight residual tensile stress. Stress measurements on titanium parts indicate that residual stresses from electrolytic grinding are only 10 to 20 percent as high as those introduced during conventional grinding. Electrolytically ground parts can usually be used as produced.

Electrical discharge machining introduces high residual tensile stresses, and a remelted and oxygen contaminated surface as shown in Fig. 3-76. The contaminated surface is removed by chemical or conventional machining techniques.

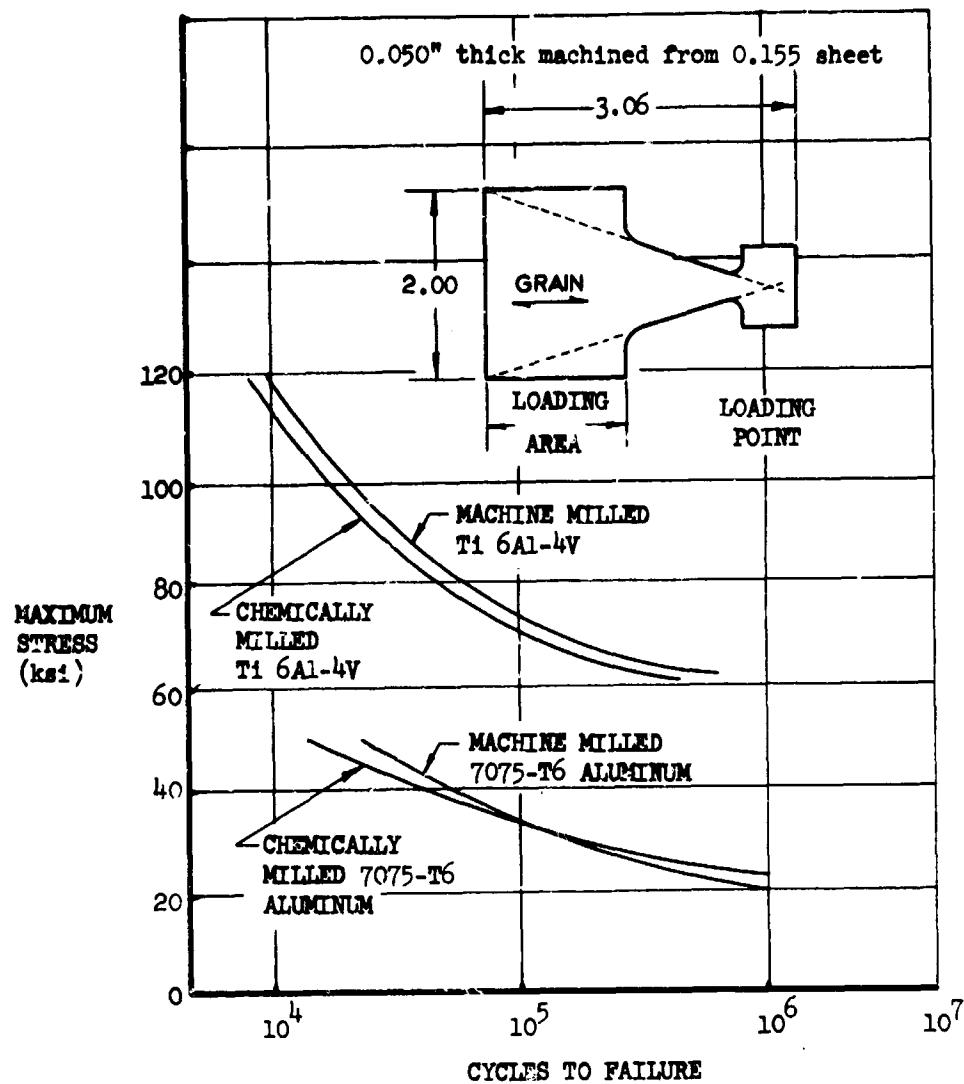


Figure 3-75. Fatigue Life of Chemically Produced Surfaces

#### a. Chemical Milling

Chemical milling is used on wing and body skin sections to reduce gage of sheet metal and to produce desired shapes. Chemical milling is used to remove metallurgically disturbed surfaces such as those produced by grinding.

Approved chemical milling processes have been developed and sources established for aluminum, magnesium, ferrous alloys, Rene' 41 or M-252, titanium, and titanium alloys.

Surfaces generated by chemical milling and conventional machining in any combination are used as dictated by design or manufacturing economy. The specification requirements control the sur-

face finish, dimensional tolerances, fillet radii, transition zone, preferential attack, and hydrogen pickup.

Chemical milling can be used to reduce thickness tolerances, thereby providing a minimum weight structure at a reasonable cost. A potential weight saving of 0.08 pounds per square foot may be realized by decreasing chemical milling thickness tolerances from the usual  $\pm 0.005$  in. to the weight-equivalent of  $\pm 0.002$  in.

Chemical milling and light etching of titanium parts will be accomplished in a nitric hydrofluoric acid solution or in a chromic hydrofluoric acid solution. Hydrofluoric acid is the etching solution

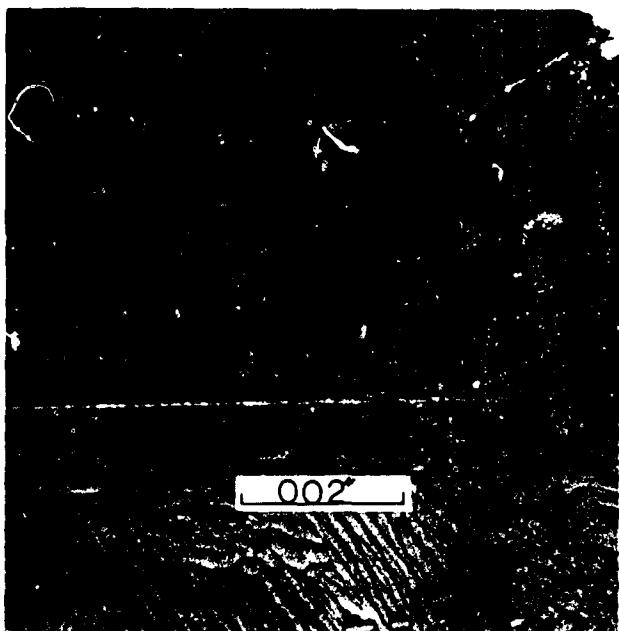


Figure 3-76. Micrograph of EDM Produced Surface

and the nitric acid or chromic acid limits hydrogen absorption and moderates the etch rate. A wetting agent is used to lower the surface tension, thus reducing the contact angle of the solution with the metal. This allows the reactant gas to escape from the surface as small bubbles and eliminates surface roughening.

Hydrogen contamination of titanium will be controlled by maintaining a high concentration of nitric acid in the solution and a solution etch rate which is greater than the diffusion rate of hydrogen in the metal. The following relations have been established:

- The etch rate and the hydrogen pickup will decrease exponentially and will approach zero as the concentration of nitric acid increases.
- Increasing the concentration of the available hydrofluoric acid will increase the etch rate exponentially and will increase the hydrogen pickup to a maximum value which will then decrease as the etch rate greatly exceeds the hydrogen diffusion rate.
- Dissolved titanium combines with the fluoride and decreases the available hydrofluoric acid, decreasing the etch rate.

- The etch rate will increase exponentially as the temperature increases.
- The temperature and wetting agent have little effect on hydrogen pickup.

Etch rate and hydrogen pickup are shown in Figs. 3-73 and 3-74.

b. Electrochemical Milling (ECM)

Electrochemical milling is essentially reverse plating. The metal is dissolved in an electrolyte flowing between the part and an electrically charged tool. Since current density is very much higher on the surface near the tool, the metal is preferentially dissolved to duplicate the shape of the tool. The dissolved metal is carried away by the electrolyte. The machining rate is determined by the chemistry of the metal and the current density and is completely independent of part hardness.

The principal use of electrochemical machining has been to generate holes and cavities in titanium, nickel, and ferrous alloy parts that would be impossible or impractical to machine by other methods. This technique may also be used to machine extrusions.

The J extrusion shown in Fig. 3-77 can be produced by electrochemical milling as well as conventional machining. The I extrusion shown can only be produced by electrochemical milling, because the thin webs would distort as a result of residual stresses induced if the part were machined.

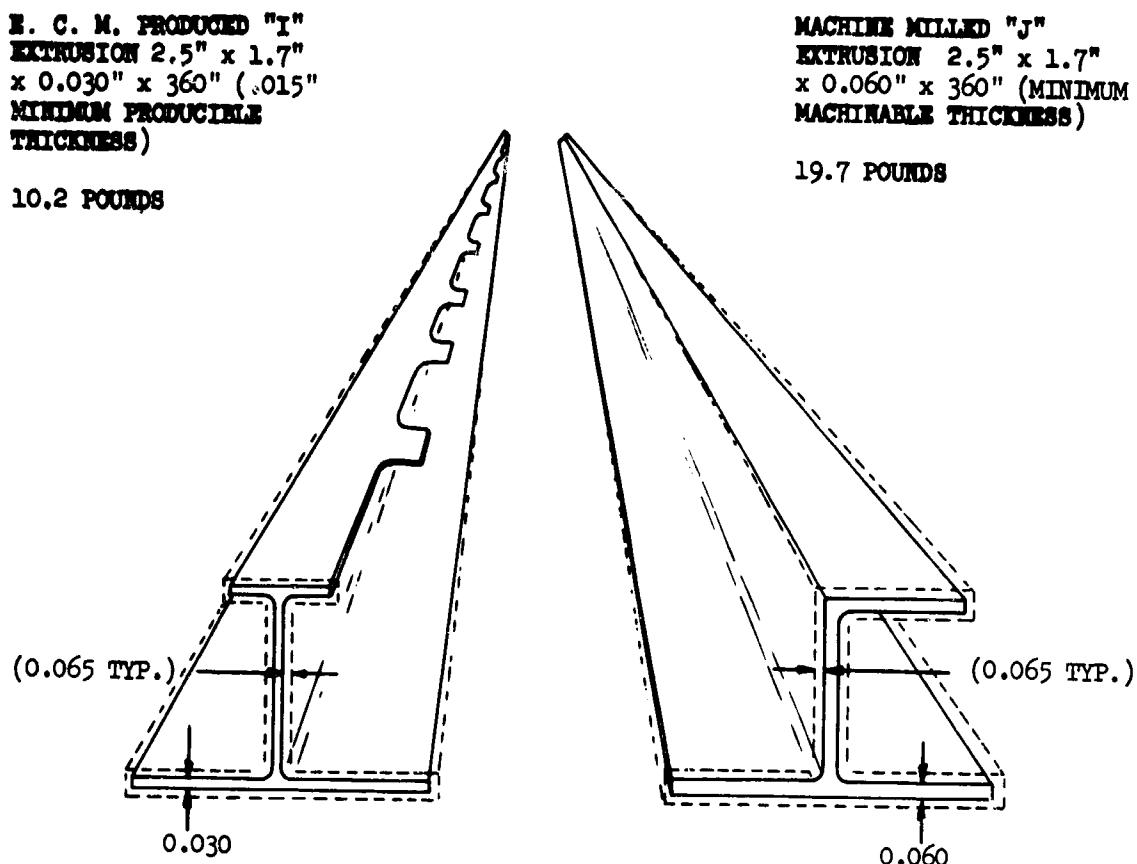
c. Electrolytic Grinding (EG)

Electrolytic grinding is similar to electrochemical milling except that a charged metal composite or metal backed grinding wheel is used as the tool. Ninety percent of the part machining is accomplished electrochemically, the remainder by grinding.

Most of the advantages and restrictions of electrochemical milling also apply to electrolytic grinding. Multiple-pass electrolytic grinding of large surfaces is not feasible; if passes do not overlap ridges are left, otherwise adjacent areas are undercut.

d. Electrical Discharge Machining (EDM)

Electrical discharge machining utilizes a charged tool and high frequency sparking to vaporize the



*Figure 3-77. Applications of Electro Chemical Milling-Extrusions*

nearest metal surface until a cavity is formed which duplicates the shape of the tool. The part is submerged in a dielectric and additional dielectric is pumped through the tool to prevent forming a stable arc, to carry away metal particles, and to cool the part thus limiting the depth of heat affected metal. The copper cutting tools are simple and inexpensive, but are consumed at a relatively high rate frequently requiring separate tools for the roughing and finishing cuts. Machining rates are slow but are completely independent of part hardness.

Electrical discharge machining will be used to produce blind or through holes in difficult to machine metals. The damaged surface produced will be removed by chemical or conventional machining methods.

### 3.10 ENVIRONMENTAL FACTORS

The atmospheric environmental factors including ozone, radiation, and particulate matter must be

considered for their effect on the structural materials, passengers, and crew during flight. A summary of these factors is presented here. A more complete discussion appears in Operations Suitability V4-B2707-1.

#### a. Ozone

The ozone concentration in the stratosphere can exceed 10 ppm by volume. Ozone resistant materials have been selected on the basis of present knowledge. If long term evaluation tests, now in progress, show detrimental effects, suitable protection will be provided.

#### b. Radiation

Solar ultraviolet is the only radiation that should affect materials. It will be a factor only for organic materials on the exterior surfaces. Materials which might be affected are being evaluated under simulated flight conditions including temperature, reduced pressure, and ultraviolet radiation.

c. Particulate Matter

The concentration of aerosol particles in the stratosphere is so small that they are not expected to cause any gross effects by erosion or chemical action to the surfaces.

3.11 HYDRAULIC FLUID

Humble WSX-6885 hydraulic fluid, manufactured by the Humble Oil and Refining Co., Linden, New Jersey, has been tentatively selected as the hydraulic fluid material for the B-2707 hydraulic system use. This is a trimethylolpropane ester material which possesses physical and chemical

properties necessary for efficient hydraulic system operation at both low and elevated temperatures.

Complete hydraulic fluid properties and evaluation which include tables and graphs depicting thermal, hydrolytic, and oxidative stability corrosion characteristics, and other property data, as well as extensive pump loop and systems test data on ETO 5251 fluid (chemically identical to WSX-6885) are presented in Systems Report Part B, V2-B2707-11. Comparable data are also included for other promising candidate hydraulic fluids.

## 4.0 FASTENERS, BEARINGS, AND SYSTEMS COMPONENTS

### 4.1 FASTENERS

#### General

The factors which were considered in the fastener type and material selection include the following:

- a. Required strength levels
- b. Fastener configuration
- c. Weight
- d. Corrosion resistance
- e. Compatibility with structural material
  - (1) Coefficient of expansion
  - (2) Galling
  - (3) Coatings and lubricants
- f. Thermal effects on fastener material
  - (1) Properties at temperature
  - (2) Properties after exposure
  - (3) Metallurgical stability
- g. Cost
- h. Production installation characteristics
- i. Producibility and availability. Table 4-A shows comparison of fastener materials.

#### 4.1.1 Bolts and Nuts

Bolts selected for general use are Ti 6Al-4V. Bolts are heat treated to 160,000 psi minimum ultimate tensile strength and 95,000 psi minimum shear strength. Higher strength bolts for use at temperatures of -65° to 500°F are A286 processed to 200,000 psi minimum ultimate tensile strength. Table 4-B shows representative tensile and shear data for bolts of these materials when tested at room temperature and at 500°F before and after exposure at 500°F.

Bolts and nuts are unplated and are lubricated, when required, with a solid film lubricant suitable for high temperature service. For most applications, protruding head bolts are the external wrenching type (12 point or spline configuration); some bolts are of the hexagon head type. Bolts with 100 degree countersunk heads are the Hi-Torque recess type. High fatigue bolts have rolled threads in compliance with Military Specification MIL-S-8879.

A286 nuts are used in sizes and types not available in titanium in production quantities. Torque tension data have been developed for the various bolt-nut material and solid film lubricant combinations. Figure 4-1 illustrates the variation in preload obtained with lubricated and unlubricated bolts before and after exposure at 500°F. Figure 4-2 shows the effect of specific lubricants on the torque to tension relationship.

Figure 4-3 illustrates the type of data developed for establishing torque-tension design information. Data obtained from residual tension relaxation tests after elevated temperature exposure are used in establishing installation torque values. Established torque values result in optimum preload or clamp up after any relaxation. Preload indicating washers are used where closer control of initial preload is required. Titanium 6Al-4V or corrosion resistant steel plain washers conforming to NAS 1587 are used under hexagon or 12 point external wrenching nuts. Countersunk washers (NAS 1587) from these materials are used under bolt heads, or the structure is countersunk to provide clearance for the bolt head-to-shank fillet radius. Materials and lubricants are selected to provide maximum corrosion resistance.

High strength corrosion and heat resistant alloys such as Inconel 718 and Udimet 630 are used for applications where ultimate tensile strength over 200,000 psi is required.

#### 4.1.2 Taper Shank Fasteners

Taper shank fasteners are used rather than straight shank fasteners where high joint fatigue life in bolted joints is required. The taper shank

Table 4-A. Comparison of Fastener Materials

| Fastener Material                 | 6A1-4V               | A 286                | Monel                |
|-----------------------------------|----------------------|----------------------|----------------------|
| Density                           | 0.160                | 0.286                | 0.319                |
| Coefficient of Expansion (500° F) | $5.2 \times 10^{-6}$ | $9.5 \times 10^{-6}$ | $9.0 \times 10^{-6}$ |
| Corrosion Resistance              | Excellent            | Good                 | Excellent            |
| Stability at Temperature (500° F) | Good                 | Good                 | Good                 |
| Compatibility With Structure      | Excellent            | Good                 | Good                 |
| Galling                           | Extreme              | Severe               | Moderate             |
| Metallurgical Stability           | Good                 | Good                 | Good                 |
| Availability                      | Good                 | Excellent            | Excellent            |
| Suitable Lubricant Available      | Yes                  | Yes                  | Yes                  |
| Driveability (Rivets)             | GUN<br>SQUEEZE       | Fair<br>Excellent    | Good<br>Excellent    |
| Shear Strength (Rivets)           |                      |                      |                      |
| Room Temperature                  | 90,000 psi           | 90,000 psi           | 49,000 psi           |
| 500° F                            | 69,000 psi           | 82,000 psi           |                      |
| After 1000-Hr. Soak at 500° F     |                      | 82,000 psi           |                      |

Table 4-B. Room and Elevated Temperature Strengths of 0.25 Inch Diameter Bolts

| Bolt Material | Room Temperature Tensile Strength (lb) |                                  |                                 |
|---------------|--|----------------------------------|---------------------------------|
|               | Unexposed                              | After 500-Hours Soak at 500° F   | After 1000-Hours Soak at 500° F |
| Ti 6A1-4V     | 7,110                                  | 7,130                            | 7,050                           |
| A286          | 8,715                                  | 8,625                            | 8,490                           |
| <br>          |  |                                  |                                 |
| Bolt Material | 500° F Tensile Strength (lb)           |                                  |                                 |
|               | Unexposed                              | After 500-Hours Soak at 500° F   | After 1000-Hours Soak at 500° F |
| Ti 6A1-4V     | 5,620                                  | 5,690                            | 5,580                           |
| A286          | 7,740                                  | 7,735                            | 7,600                           |
| <br>          |  |                                  |                                 |
| Bolt Material | Room Temperature Shear Strength (lb)   |                                  | 500° F Shear Strength (lb)      |
|               | Unexposed                              | After 1,000-Hours Soak at 500° F | After 1000-Hours Soak at 500° F |
| Ti 6A1-4V     | 5,155                                  | 5,185                            | 4,230                           |
| A286          | 5,805                                  | 5,745                            | 5,070                           |

NOTE: Bolts were tension loaded to 50 percent of their 500° F tensile strength during the 500 and 1,000-hour exposures.

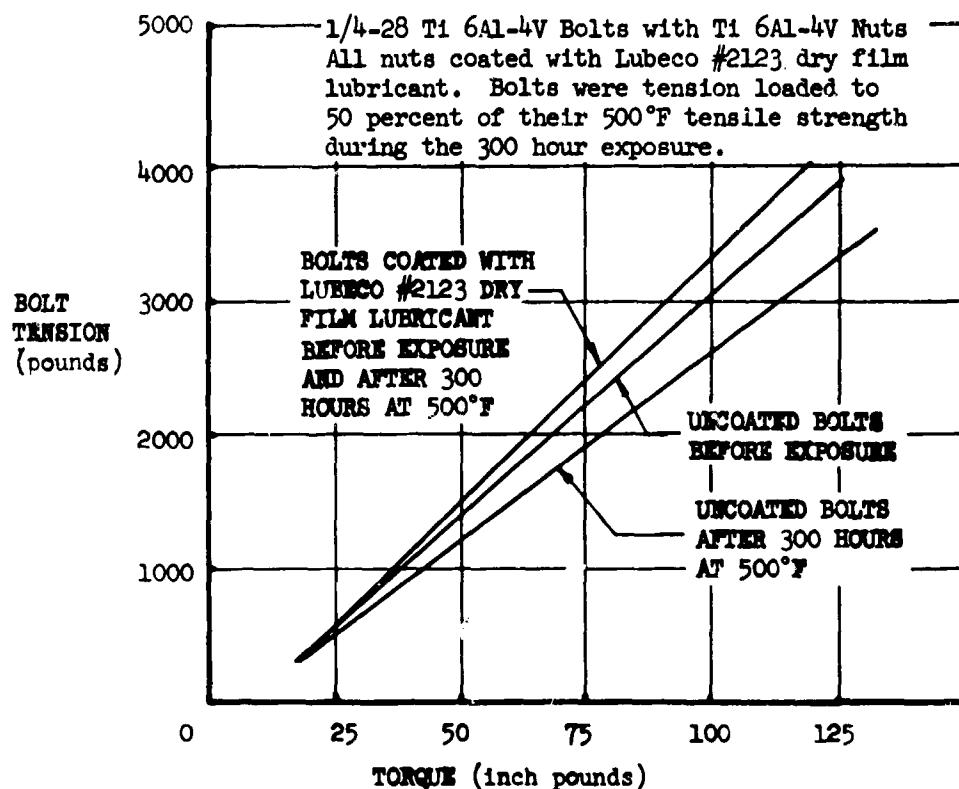


Figure 4-1. Torque-Tension Curves, Lubricated and Unlubricated Titanium Bolts and Nuts

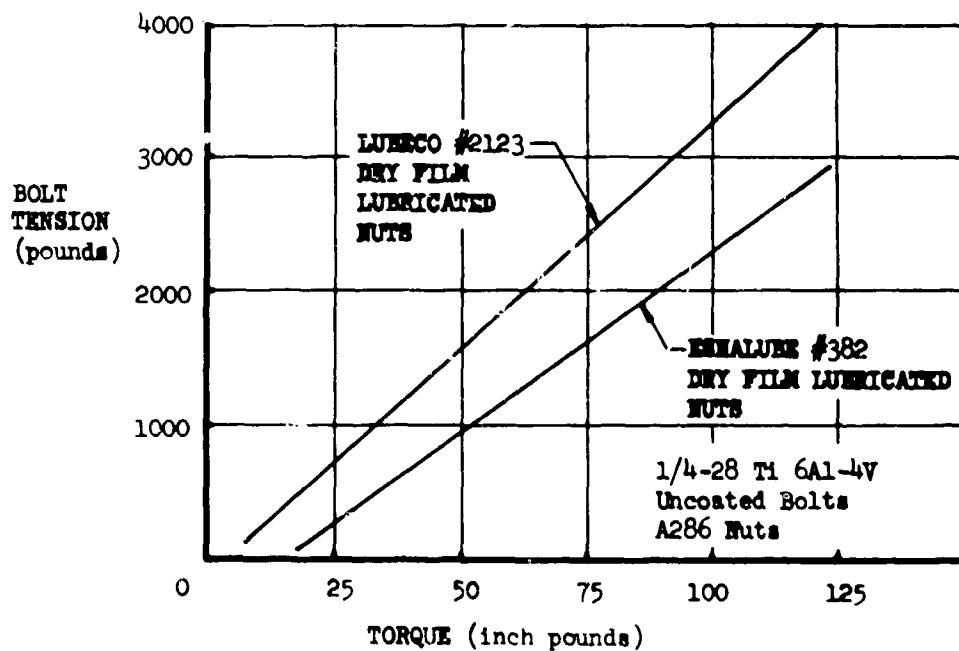


Figure 4-2. Torque-Tension Curves, Uncoated Ti-6Al-4V Bolts and Lubricated A286 Nuts

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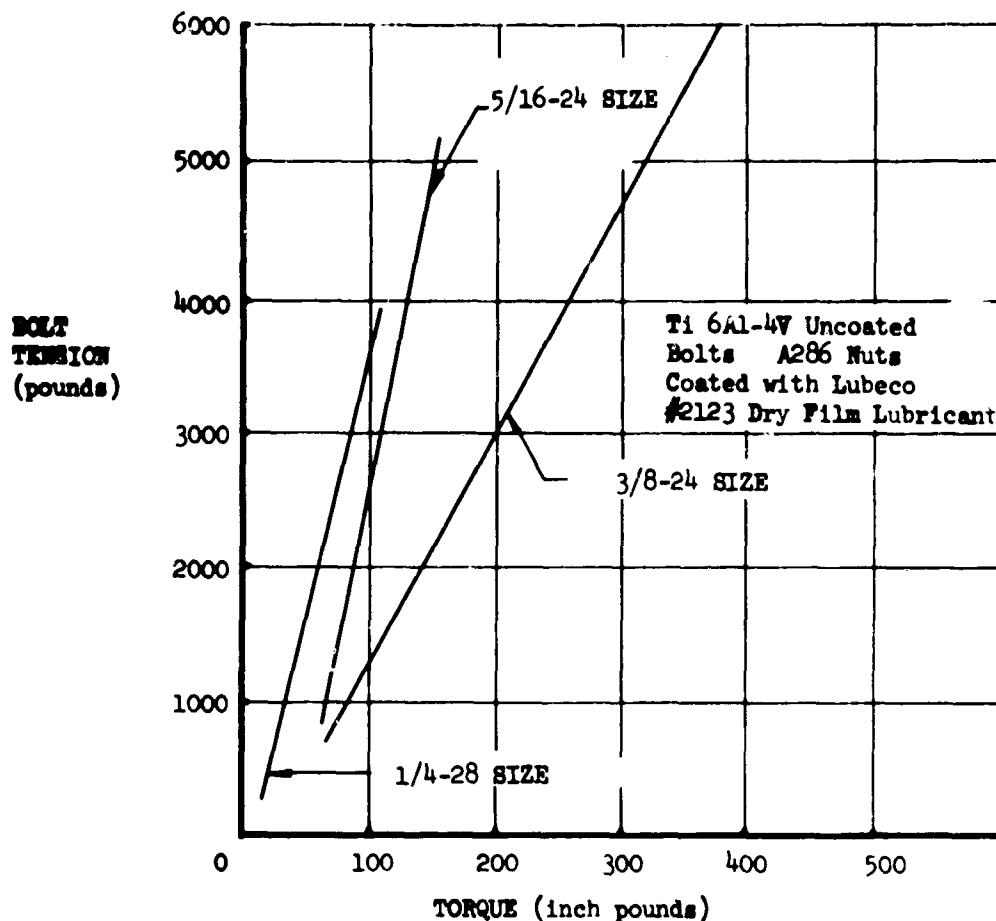


Figure 4-3. Torque-Tension Curves, Uncoated Ti-6Al-4V Bolts with A286 Nuts, Size Evaluation

fasteners are Ti 6Al-4V coated with a solid film lubricant to prevent galling and seizing in the hole during installation. Figure 4-4 is representative of data developed to compare the fatigue life of joints fastened with taper shank bolts with that of joints fastened with straight shank bolts.

#### 4.1.3 Hex Drive Fasteners

Shear head hex drive bolts with controlled pre-load type collars are used in primary shear joints which are not fatigue critical. These bolts are Ti 6Al-4V coated with a solid film lubricant. Collar materials are A286 and Ti 6Al-4V (when available) coated with a solid film lubricant.

Installation processes are controlled by Company process specifications. Company standards are used for control of standard fasteners not covered by service or industry drawings.

#### 4.1.4 Rivets

Materials selected for solid rivets are Ti 6Al-4V, A286, and Monel. Titanium 6Al-4V and A286 rivets have a minimum shear strength of 90,000 psi. Monel rivets have a minimum shear strength of 49,000 psi. Reduced and standard 100 degree head, and standard universal head types are used in 1/8- to 3/8-in. diameters. In joints subjected to high fatigue loads, rivets are installed by a room temperature squeezing process. In joints which are not fatigue critical or are nonstructural, rivets are installed either at room temperature or hot by squeezing or gun driving. Squeezing and gun driving installation procedures have been established by extensive testing, and are controlled by company process specifications. Fluid tight riveting procedures are also controlled by a company specification.

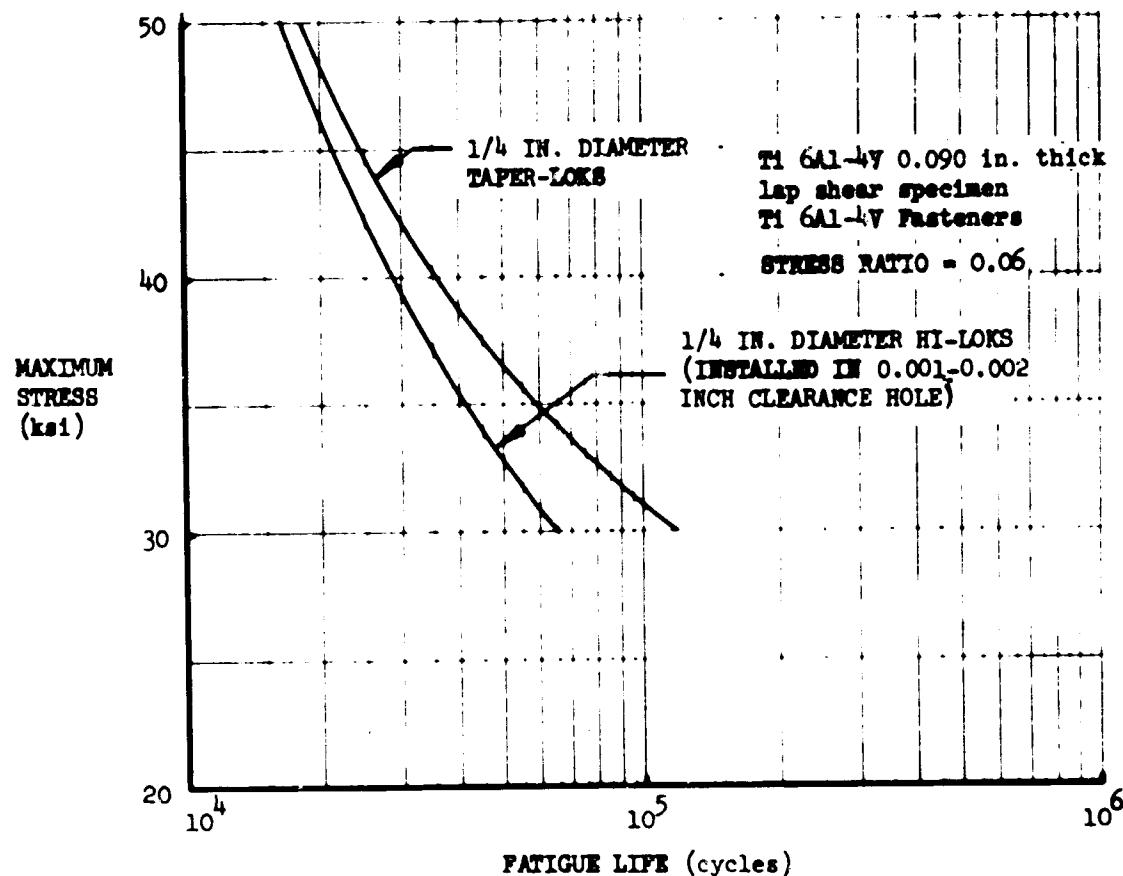


Figure 4-4. Comparison of Joint Fatigue Life, Taper and Straight Shank Bolts

#### 4.1.4.1 Titanium Rivets

Titanium 6Al-4V rivet material is used for high fatigue resistant structural joints, where installation can be accomplished by compression heading (squeezing).

The close packed hexagonal structure of titanium is not conducive to high deformation at room temperature such as is required for squeeze riveting. Economical use of titanium riveting is

predicated on driving at room temperature. A detailed study of the relationship of heat treatment procedures in conjunction with rivet manufacturing was conducted. The result has been that a rivet is now available that can be squeezed as successfully as the high strength aluminum rivets. Figure 4-5 shows a comparison of the driving capability of Ti 6Al-4V rivets as originally produced and those as currently being used.

More than 500, 1/4-inch diameter rivets have been squeezed without a failure. A limited number of 3/8-inch rivets have been successfully installed. The installation of larger diameters, using this method, are being evaluated.

More than 150, lap shear joint specimens of the type shown in Fig. 4-6, fastened with annealed Ti 6Al-4V rivets, have been fatigue tested. The effects on joint fatigue life of heading force, hole size, and exposure to stress and temperature are shown in Figs. 4-7, 4-8, and 4-9. Curves in Fig. 4-8 indicate that reasonable hole tolerances can be used.

A gun driven rivet system was developed for those areas not requiring the high squeeze installation procedures. This system uses dry film lubricated rivets that are installed in interference fit holes.

Installation is accomplished as follows:

- a. The rivet is driven into the hole.
- b. The projecting end of the rivet is resistance heated by a contact electrode during a timed heat cycle.
- c. The rivet is upset by a standard rivet gun using the electrode as the bucking bar. Activation of air pressure to the rivet gun is solenoid controlled to prevent driving the rivet before proper heading temperature has been reached and current is cut off.

#### 4.1.4.2 A286 and Monel Rivets

A286 rivets are used for applications requiring installation by gun driving at room temperature. Standard shop rivet guns and bucking bars are used to install A286 rivets in sizes through 1/4-inch diameter. The A286 rivets are similar to NAS 1198 and NAS 1200 except for improved dimensional tolerances and closer controls on strength and corrosion resistance. For improved fatigue performance, A286 rivets may be installed with the same squeeze process developed for Ti 6Al-4V rivets.

More than 450 lap shear joint specimens of the type shown in Fig. 4-6, fastened with A286 rivets, have been fatigue tested to evaluate configuration and installation variables. Figures 4-10 through 4-14 show the effects on joint fatigue life of heading force, hole size, exposure to stress and temperature, gun driving, and hole condition.

Monel rivets are used in areas where the strength of A286 or titanium is not required.

#### 4.1.5 Blind Fasteners

Materials selected for use in blind rivets are A286 and Monel. Nominal sizes 1/8-, 5/32-, and 3/16-inch diameter are used in wire drawing and bulbed Cherrylock configurations. A286 blind rivets have a 95,000 psi minimum shear strength, and Monel blind rivets have a 50,000 psi minimum shear strength. Where the ratio of the total sheet stackup to the hole diameter (T/D) is less than one, only the bulbed Cherrylock configuration is used.

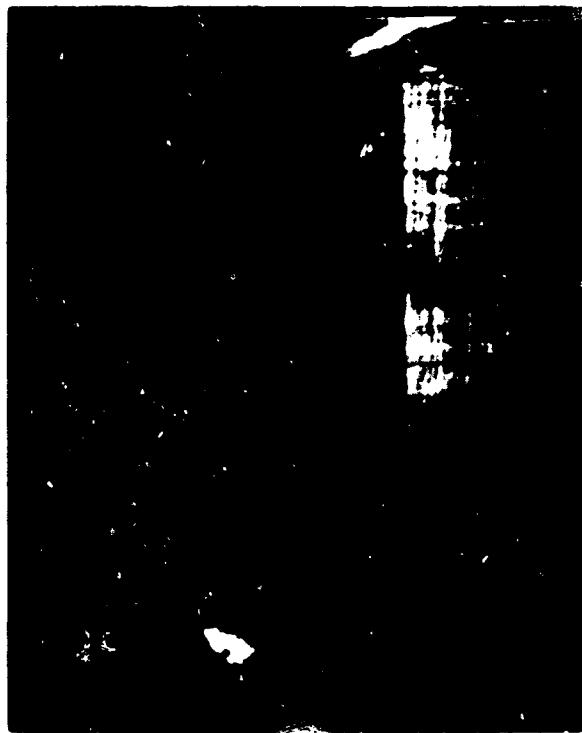
Table 4-C shows representative shear and tensile data for 3/16-inch diameter A286 blind rivets (NAS 1399 style) tested at room and elevated temperature before and after exposure at 550°F.

A286 blind bolts having a minimum shear strength of 95,000 psi are used in sizes 1/4 through 1/2 inch diameter. Table 4-D shows representative shear and tensile data for 1/4-inch diameter A286 blind bolts (MS 90353 style) tested at room and elevated temperature before and after exposure at 550°F.

Fastener manufacturers are currently developing titanium blind rivets and blind bolts which will be used as they become available.

#### 4.1.6 Panel Fasteners

High strength A286 panel fasteners are used in structural applications where panels must be removed frequently. These fasteners were chosen because of their strength, material compatibility,



Example of the very limited bendability of the first 1/4 in. diameter Ti-6Al-4V rivets. The head is barely formed when speeeded to 15,000 lbf and has cracked horizontally across the head.

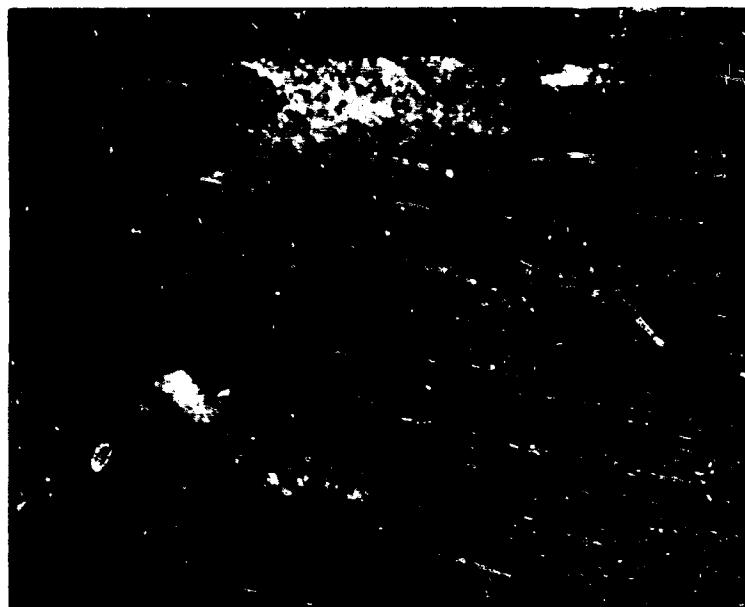
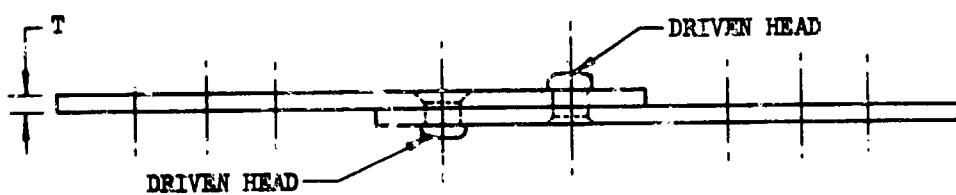
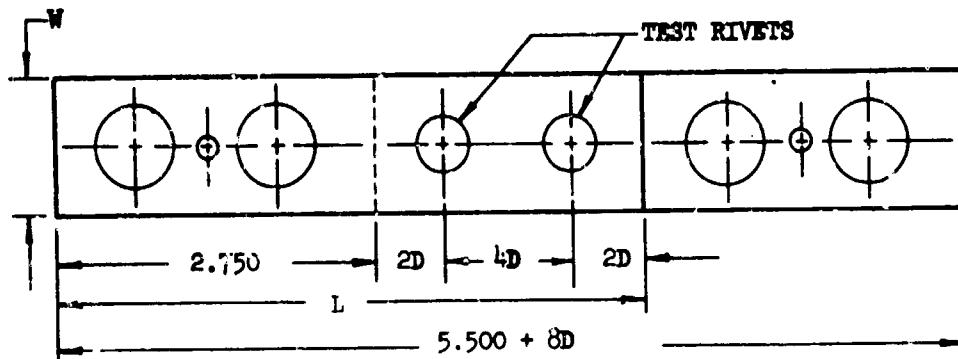


Illustration of improved bendability of current Ti-6Al-4V rivets headed with flat dies. The 1/4 in. diameter rivets were speeeded to 30,000 lbf and the head is approximately five times the shank diameter.

Figure 4-5. Headability Comparison Showing Heat Treatment Improvement.

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| D | 0.125 | 0.188 | 0.250 |
|---|-------|-------|-------|
| W | 0.500 | 0.750 | 1.000 |
| T | 0.045 | 0.070 | 0.090 |
| L | 3.750 | 4.250 | 4.750 |

D = Nominal Fastener Diameter  
All Dimensions in Inches

Figure 4-6. Joint Fatigue Test Specimen

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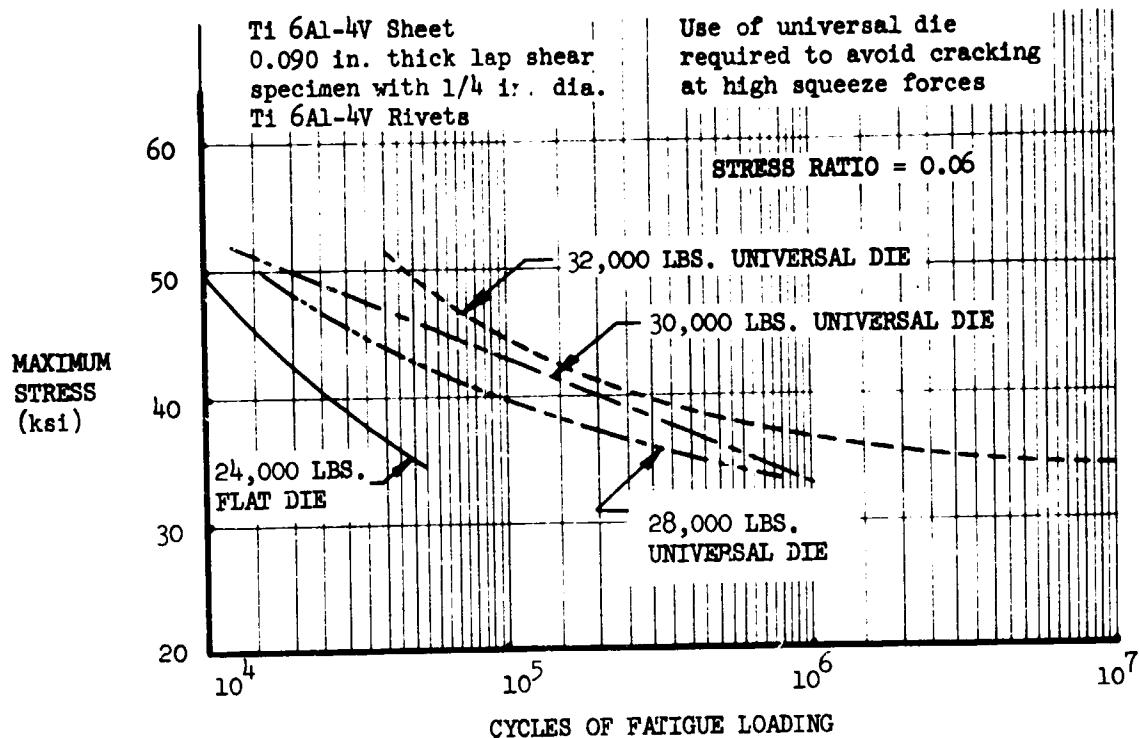


Figure 4-7. Heading Force Study, Ti-6Al-4V Rivets

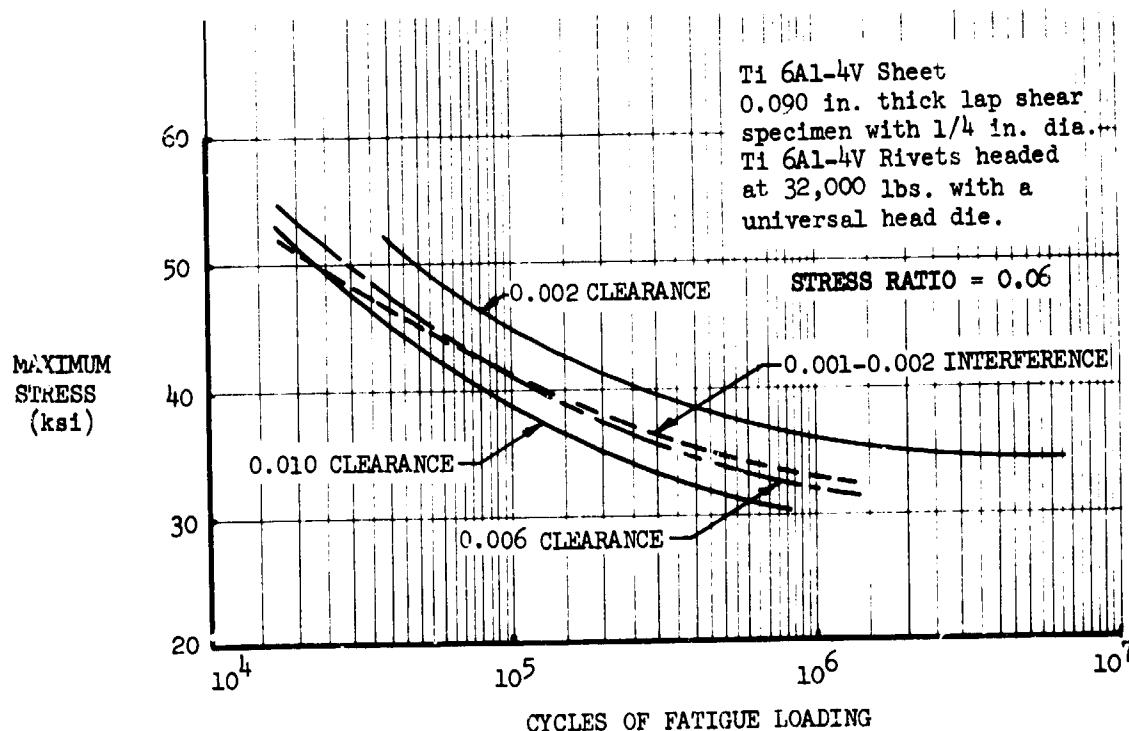


Figure 4-8. Hole Size Study, Ti-6Al-4V Rivets

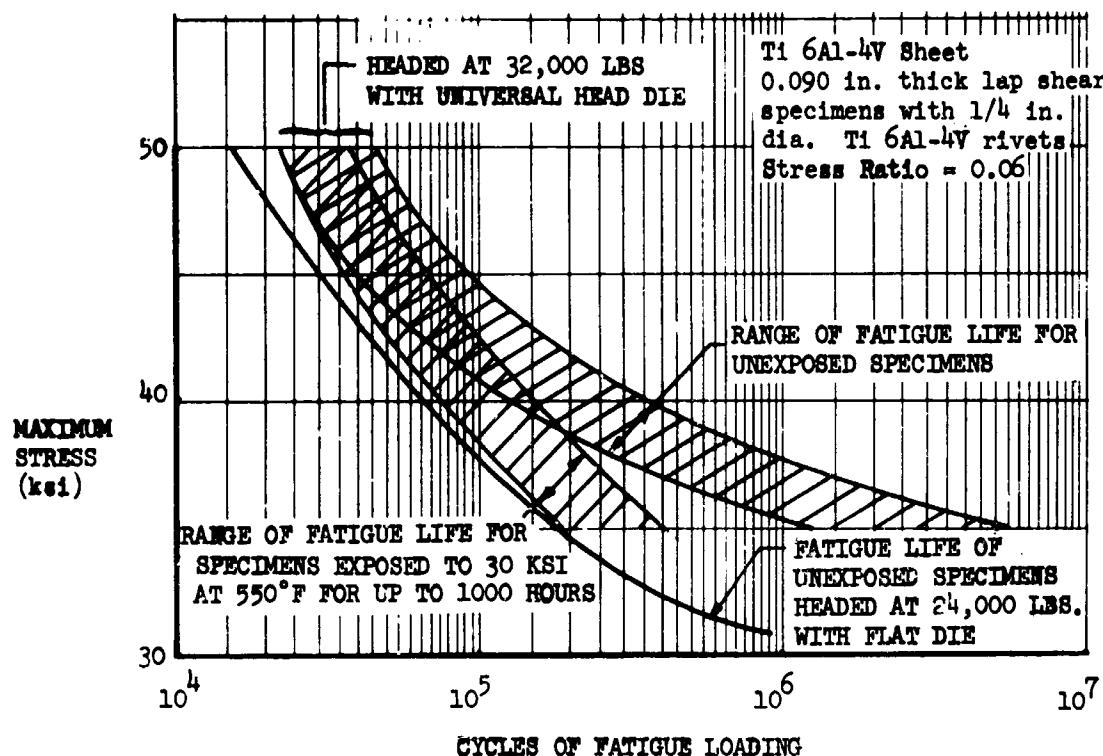


Figure 4-9. Exposure Study, Ti-6Al-4V Rivets

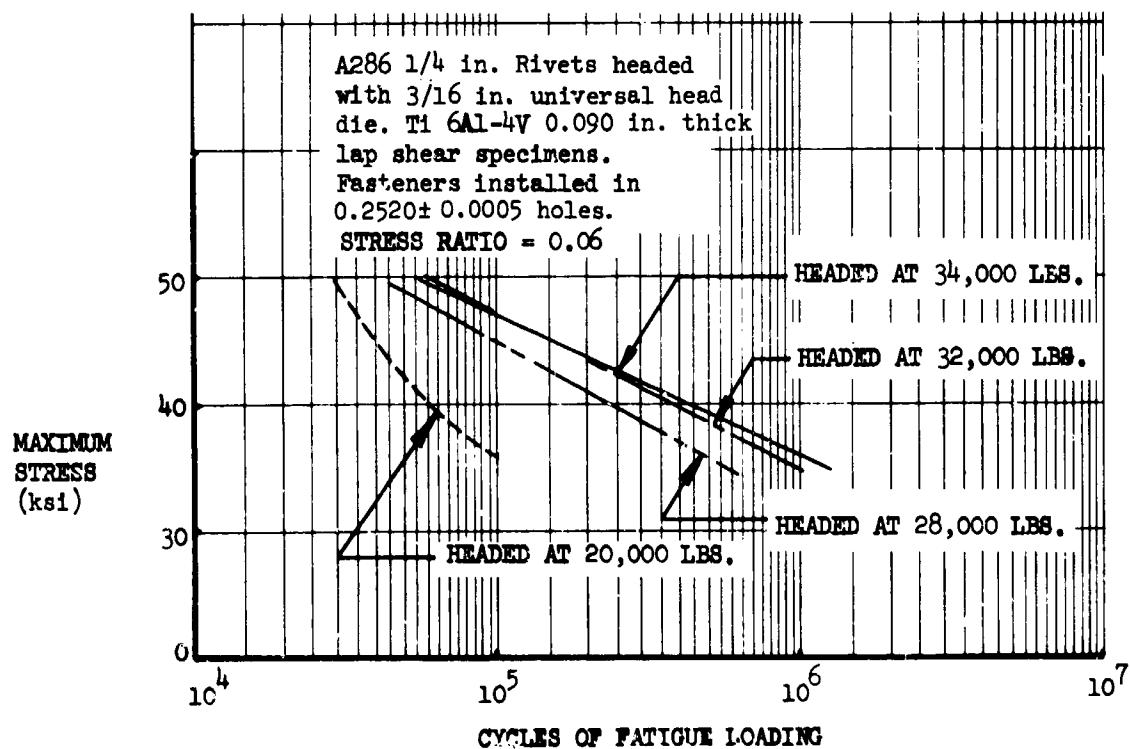


Figure 4-10. Heading Force Study, A286 Rivets

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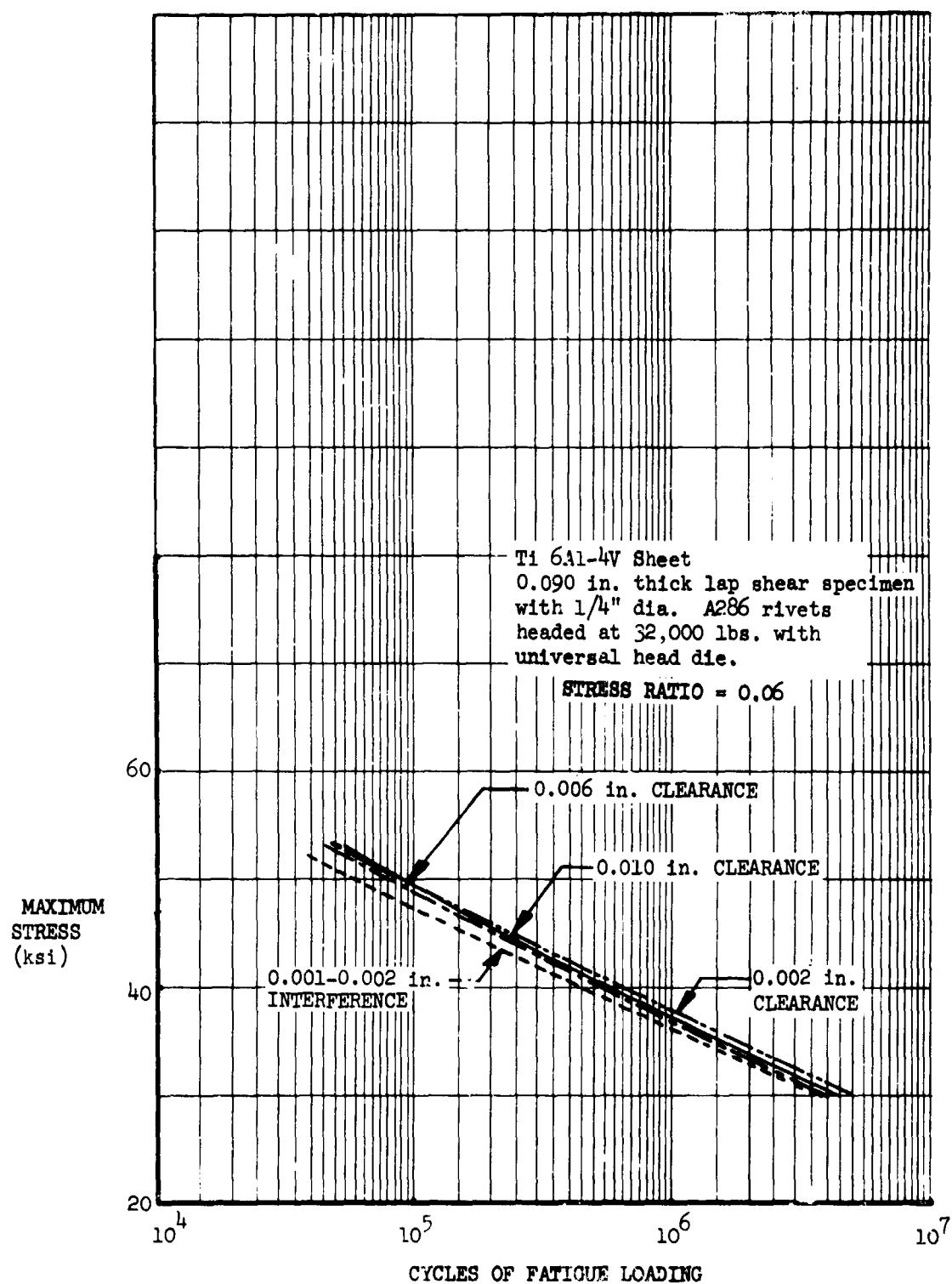


Figure 4-11. Hole size Study, A286 Rivets

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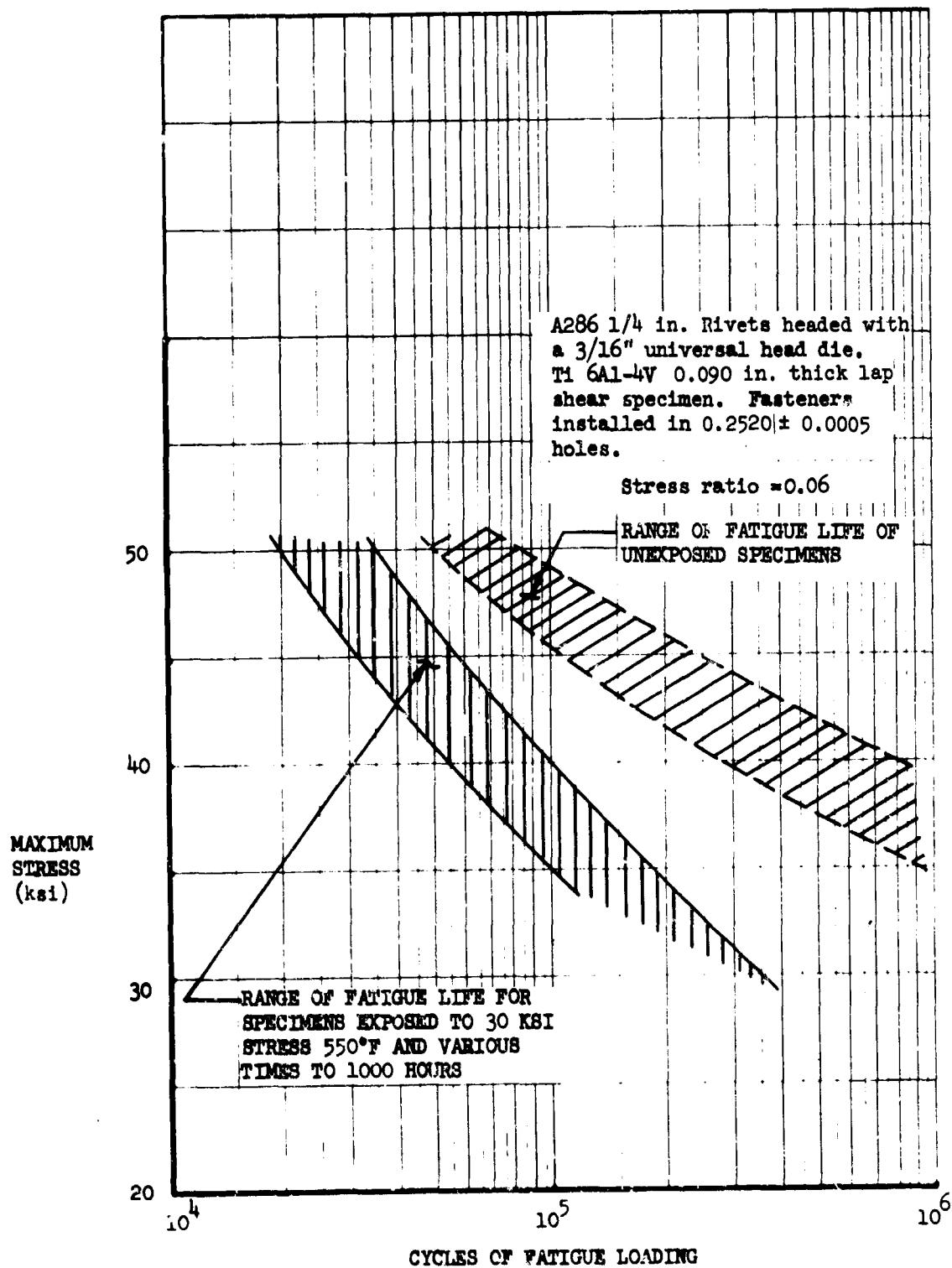


Figure 4-12. Exposure Study, A286 Rivets

V2-B2707-8

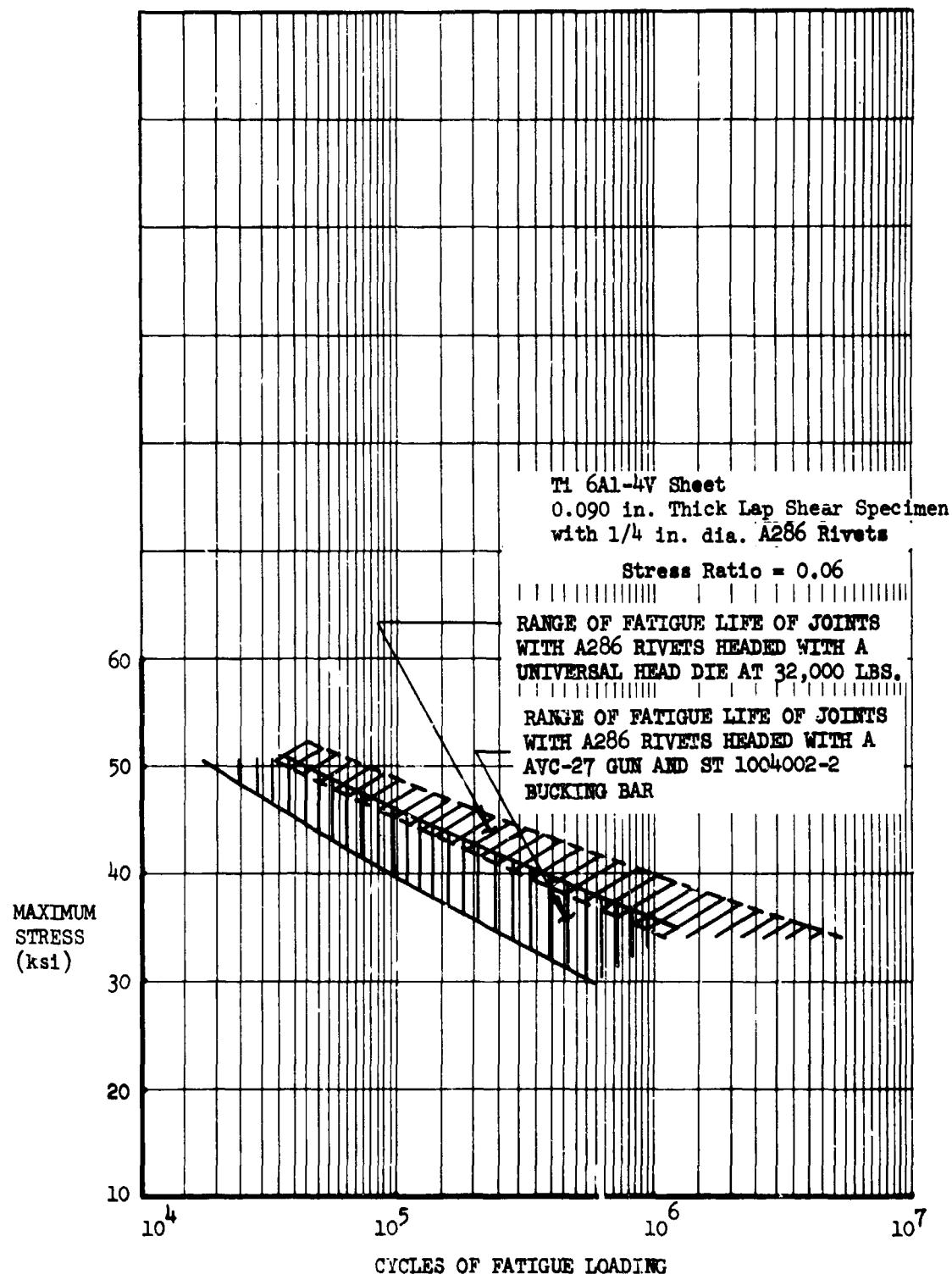


Figure 4-13. Heading Method Study, A286 Rivets

V2-B2707-8

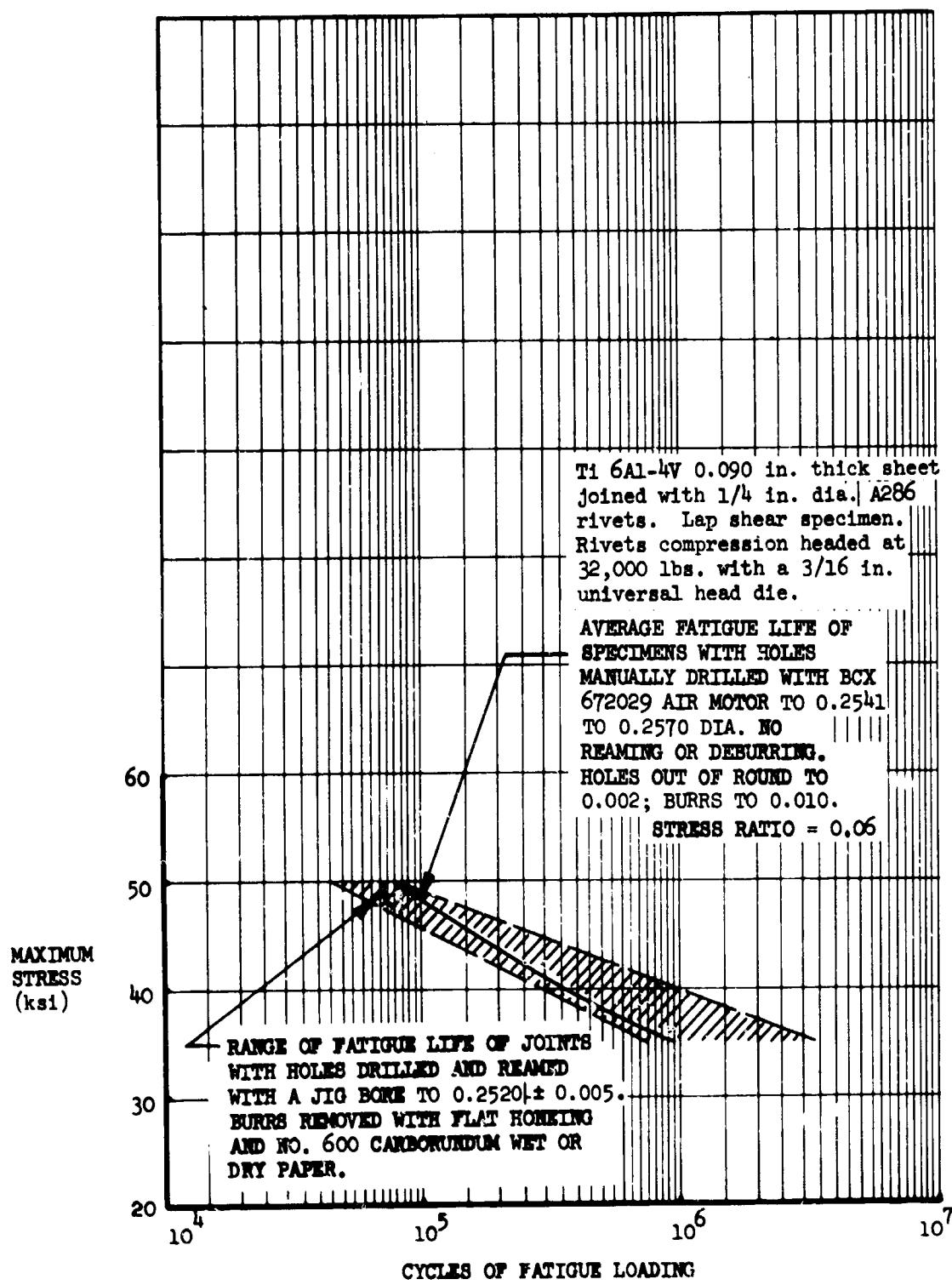


Figure 4-14. Manually and Precision Drilled Hole Study, A286 Rivets

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**Table 4-C. Room and Elevated Temperature Strengths of A286 Blind Rivets**

| Nominal Diameter (Inches) | Test Condition                                   | Ultimate Double Shear Strength (lb) |
|---------------------------|--|-------------------------------------|
| 0.187                     | Room Temperature Test No Exposure                | 5,840<br>5,820<br>6,120             |
|                           | Room Temperature Test after 1,000 Hours at 550°F | 6,200<br>6,100<br>6,175             |
|                           | 550°F Test After 1,000 Hours at 550° F           | 5,500<br>5,500<br>5,400             |
|                           |  | Ultimate Tensile Strength (lb)      |
|                           | Room Temperature Test No Exposure                | 1,690<br>1,755<br>1,865             |
|                           | Room Temperature Test after 1,000 Hours at 550°F | 2,050<br>2,075<br>2,385             |
|                           | 550°F Test After 1,000 Hours at 550° F           | 1,950<br>1,990<br>2,390             |

and availability. Room temperature shear and tensile strength values are shown below.

These panel fasteners meet or exceed the strength requirements of Military Specification MIL-F-22978.

Camloc 4002 series quarter turn panel fasteners are used where high strength fasteners are not required. These panel fasteners meet the strength requirements of Military Specification MIL-F-5591, are suitable for use to 700°F, and have proved satisfactory in commercial airplanes.

| Strength Values                | Fastener Diameter |           |          |
|--------------------------------|-------------------|-----------|----------|
|                                | 1/4-Inch          | 5/16-Inch | 3/8-Inch |
| Ultimate Single Shear (Pounds) | 2,100             | 3,200     | 5,800    |
| Ultimate Tensile Load (Pounds) | 1,800             | 2,200     | 3,300    |

**Table 4-D. Room and Elevated Temperature Strengths of A286 Blind Bolts**

| Nominal Diameter (Inches) | Test Conditions                                       | Ultimate Double Shear Strength (Pounds) |
|---------------------------|---|---|
| 0.25                      | Room Temperature<br>No Exposure                       | 10,120<br>10,020<br>10,420              |
|                           | Room Temperature<br>Test After 1000<br>Hours at 550°F | 10,425<br>10,475<br>10,500              |
|                           | 500°F Test After<br>1000 Hours at 550°F               | 9,000<br>8,740<br>8,780                 |
|                           |   | Ultimate Tensile Strength (lb)          |
|                           | Room Temperature<br>No Exposure                       | 3,435<br>3,200<br>3,375                 |
|                           | Room Temperature<br>Test After 1000<br>Hours at 550°F | 4,280<br>4,825<br>2,765                 |
|                           | 500°F Test After<br>1000 Hours at 550°F               | 3,730<br>3,795<br>3,750                 |

#### 4.1.7 Hole Preparation, Fasteners

##### 4.1.7.1 Drilling

Tools, which provide integral cutting edges to produce all configuration requirements of the hole, are used wherever positive power feed drilling equipment can be used and precision holes are required. These tools produce a finished hole in one pass rather than the three pass process of drilling, reaming, and countersinking. Further, they provide maximum assurance of quality and consistency of drilled precision holes, as well as reduced fabrication time.

##### 4.1.7.2 Punching

The process for producing class II holes by punching is controlled by company specification. This process has produced 0.25 inch diameter

punched holes in annealed Ti 6Al-4V in thicknesses from 0.040 to 0.140 inches. Process development included a study of the following:

- a. Die Clearance      0.001 to 0.015 inches
- b. Punch Point Shape      20 degree chisel to flat
- c. Punch Pressure      3,000 lbs. for 0.040 in. thickness to 11,000 lbs. for 0.140 in. thickness.

The best quality holes were produced with a flat point punch with 0.001 inch die clearance. These conditions produce holes with a diameter tolerance of  $\pm 0.002$  inches, a surface roughness of less than 50 RHR without delamination.

#### 4.1.7.3 Dimpling

Hot ram coin dimpling is used in those cases where skin gages are too thin to permit countersinking. Dimpling processes, controlled by company specification, produce good quality dimples in Ti 6Al-4V without cracks or orange peel. These processes are used to produce dimples for fasteners in sheet thicknesses from 0.020 to 0.060 inches.

#### 4.1.7.4 Cold Working

A cold working process controlled by company specification is used to improve hole quality for improved fatigue life. The process uses portable tooling, improves hole roundness and finish, and does not require cleaning afterwards. Cold working is done by installing a split sleeve in the hole and pulling a tapered mandrel through the sleeve (see Fig. 4-15).



Figure 4-15. Installation Setup for Cold Working Fastener Holes

The maximum interference obtainable is determined by the strength and size of the mandrel and the capacity of the pneumatic puller. A 0.25 in. hole in 0.090-in. thick Ti 6Al-4V requires pulling load of 700 lb at 0.008-in. inter-

ference and 1200 lb at 0.010-in. interference. Improvement in hole roundness by cold working is shown in Fig. 4-16.

## 4.2 BEARINGS

### 4.2.1 Rolling Element Bearings

Ball, roller, and needle bearings are used for applications which require low frictional torque or high rotating speed. These bearings are used in fairlead, control pulley, bell crank, control rod, torque tube, and track roller applications.

Environmental factors which affect bearing materials and design selection are temperature extremes, corrosive environment, altitude, and presence of extraneous fluid media (such as hydraulic fluids, cleaning fluids, fuel, or water). Operational requirements which affect the bearing material and design selection are magnitude and direction of applied load, allowable envelope size, maximum allowable torque, and rate and types of motion (rotating or oscillatory).

The specific combination of bearing and seal materials, lubricant, exposed surface finishes, and bearing design configuration are determined for each individual application.

To aid in bearing design and material selection, the data sheet shown in Fig. 4-17 will be completed for each bearing application. After reviewing the data sheets, bearing and lubrication specialists provide the specific design and material recommendation. The materials and design are selected to provide maximum bearing service life prior to relubrication or replacement.

#### 4.2.1.1 Material Selection

For antifriction bearings operating in the -65 to 300°F temperature range, the following materials are used:

|  |  |
|--|--|
| Bearing Races<br>and Rolling<br>Elements | AISI 52100 vacuum de-gassed steel stabilized for 300°F operation |
| Retainer                                 | C 1008 low carbon steel  |
| Exposed Bearing<br>Surfaces              | Nickel plated 0.003 inches thick                                 |
| Rod End Body                             | 17-4PH corrosion resistant steel                                 |

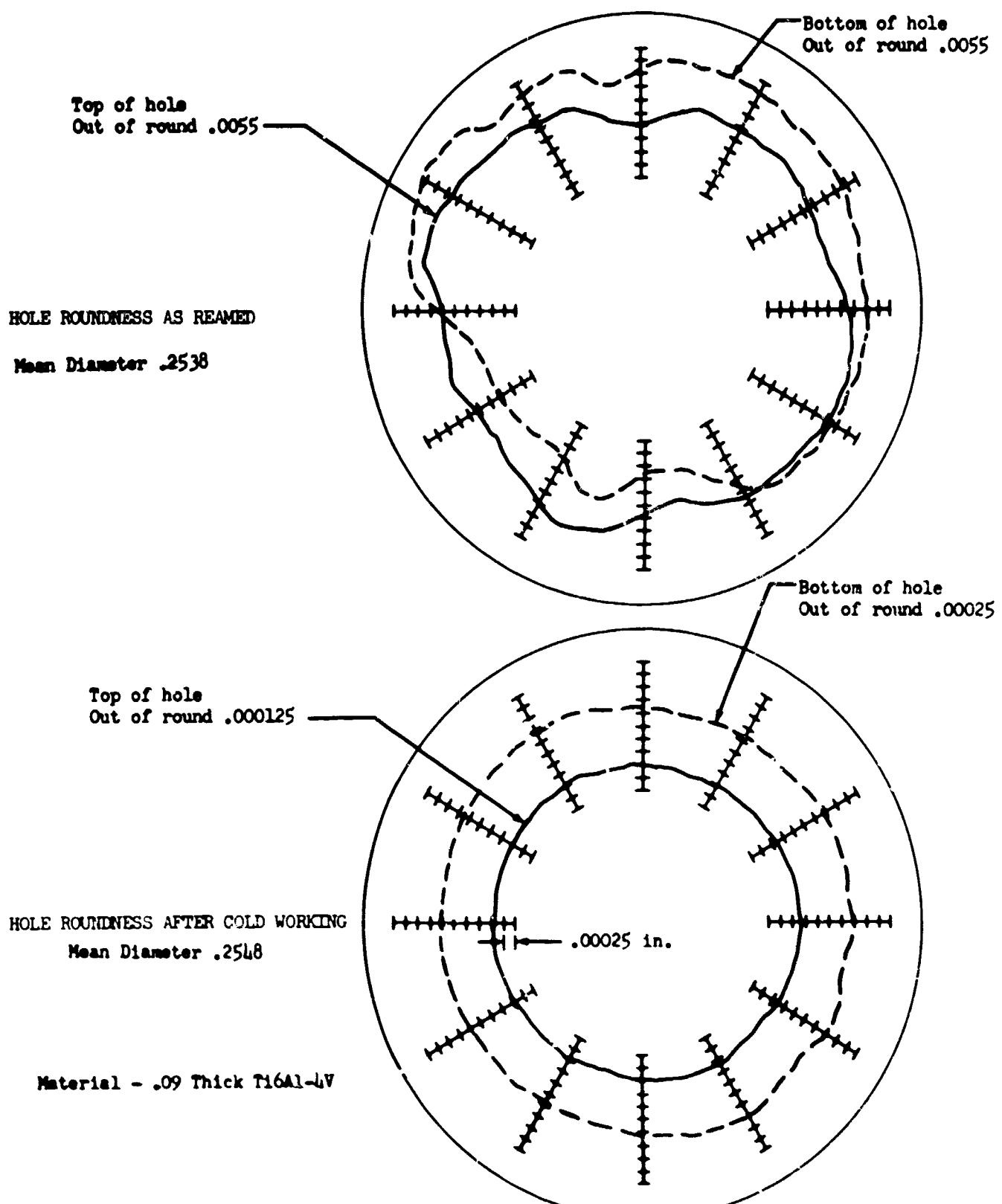


Figure 4-16. Influence of Cold Working on Hole Roundness

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## B2707 ANTI-FRICTION BEARING DATA SHEET

Date 8-3-66

Design Group CONTROLS

ENGINE THRUST  
Mechanism or Installation CONTROL

Sheet No. 1

Designer WINTERER

Phone 5-785B

Ref. Layout or Assy. No. C-61

BEARING NO. AN 201KPA

MPR & NUMBER FAENIR KP8A

BEARING DIMENSIONS: Bore .5000 O.D. 1.1250

Width .375

APPLICATION: (Describe) SUPPORT OF ENGINE THRUST DRUM ON COUNTERSHAFT  
BENEATH CONTROL STAND

Qty Required Per Assy. 4

### BEARING DESCRIPTION:

A. TYPE (Circle): Roll Needle Roller

B. MATERIAL: Inner Race SAE 52100 Outer Race SAE 52100 Rolling Elements MIL-B-7949  
Cage NONE Seals or Shields FAENIR PLYA-SEAL

C. SURFACE TREATMENT: Inner Race I.D. NONE Outer Race O.D. CLAD PLATE

### DESIGN CONDITIONS

#### A. LOADING:

##### 1. Static

(a) Maximum static limit load 120 LB 1200 lbs

(b) "Equivalent" load (for combined loading) "E" 1480

(c) Static capacity or allowable static load "P" 3910

##### 2. Dynamic

(a) Normal operating load - Calculated or estimated 20 lbs

(b) "Equivalent" normal operating load (for combined loading) 246

(c) Dynamic capacity of bearing for life required 2870/1.7 = 1700

Allowable Torque (Max) 1200 LB Max Load at Max Temp 1200 LB Max Load at Min Temp 1200 LB

Maximum Allowable Bearing Looseness at Max Temp RADIAL AXIAL at Min Temp RADIAL AXIAL

#### B. LIFE:

##### 1. Required Operational Life

REVOLUTIONS

12,500

CYCLES

1 X 10<sup>6</sup>

PLUS

HOURS

##### 2. Calculated Life at normal or "equiv." operating load

REVIEWS

REVOLUTIONS

CYCLES

1 X 10<sup>6</sup>

HOURS

#### C. OPERATION:

##### 1. Speed

90°/SEC

No. of Degrees per cycle 90°

##### 2. Continuous

Intermittent

Rotation

Or (Check)

##### 3. Temp. Profile

-65°F - +160°F

TIME-TEMPERATURE RELATIONSHIP PER FLIGHT

TOTAL HRS./FLIGHT

##### 4. Vibration Envelope

TO BE DETERMINED

Frequency (cps)

TO BE DETERMINED

#### D. INSTALLATION:

##### 1. Housing Material

MAG

Housing fit-up

Loose

Tight

Press

##### 2. Retention in Housing

CLAMP-UP

STAKED

BONDED

FLOATING

OTHER

#### E. LUBRICATION:

##### 1. Grease packed - Spec. No.

MIL-G-23827

Oil Bath - Type Oil: NO

##### 2. Provision for relubrication without removal

YES

NO

Will bearing operate dry? NO

#### F. ADDITIONAL COMMENTS:

Materials Tech. Unit Review Comments

Figure 4-17. Anti-friction Bearing Data Sheet

Best Available C

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|  |  |
|--|--|
| Bearing Seals  | Glass fiber reinforced Teflon or annealed Teflon   |
| Lubricant  | MIL-G-25760  |
| For antifriction bearings operating in the -65 to 450°F temperature range, the following materials are used: |  |
| Bearing Races and Rolling Elements   | AISI 440-C or 440-C modified (14Cr-4Mo) vacuum degassed steel stabilized for 450°F operation |
| Retainer   | AISI 305 or 430 stainless steel or Beryllium Copper  |
| Exposed Bearing Surface Finish   | None required  |
| Rod End Body   | 17-4PH   |
| Bearing Seals  | Glass fiber reinforced Teflon or annealed Teflon   |
| Lubricant  | Selected from those listed in Par. 3.7.1   |

#### 4.2.1.2 Design Configurations

##### a. Control Bearings

Airplane control applications utilize control and fairlead pulleys, bell cranks, and rod end bearings. These bearings are required to support light to medium loads under oscillating motion at low torque levels.

Both full complement and retainer bearings are used. Bearings with a retainer are used for applications which require minimum torque.

Various design types are used to compensate for misalignment resulting from installation tolerances or structural deflection. These types are:

- single or double-row self aligning ball bearings.
- single or double-row concave roller bearings.

For most applications the bearings are prelubricated with grease and sealed. For some applications, where grease lubrication is not practical,

a solid lubricant compact material is used in the retainer.

##### b. Torque Tube Bearings

Torque tube applications require bearings to support medium loads at speeds from 200 to 500 revolutions per minute.

The following design types are used as required.

- Single row ball bearing
- External self aligning ball bearing
- Internal self aligning double row roller bearing

##### c. Track Roller Bearings

Needle bearings are used in control surface track applications where support of heavy loads at slow rotational speeds is required. The bearings are sealed and the outer races are contour controlled to provide maximum bearing to track contact area. In lightly loaded track applications, ball bearing track rollers may be used.

Important factors affecting track roller bearing and track performance are the track material hardness and wear resistance. The track material selected is 9 Ni-4Co-.30C at 220 KSI minimum ultimate tensile strength. Further discussion of this material is in Par. 2.2.1.

#### 4.2.1.3 Developmental Test Evaluation

An extensive test program is being conducted to determine the cumulative environmental effects on hardness, dimensional stability, and oxidation and corrosion resistance of the bearing materials. Seal and lubricant performance is also being evaluated. Tests are being performed at temperatures from -65° to 450°F and atmospheric pressures encountered at B-2707 cruise altitude. Additional bearing development programs, sponsored by The Boeing Company, are being conducted by three aircraft bearing companies.

Phase I will evaluate lubricant performance and phase II testing will develop bearing load life data using the best lubricant selected in phase I.

##### a. Ball Bearing Tests

The Fafnir Bearing Company is testing 9307 size ball bearings with 440-C races and balls. Test conditions are as follows:

|                     |              |
|---------------------|--------------|
| Ambient Temperature | 450°F        |
| Applied Load        | 2,000 pounds |

|                   |                     |
|-------------------|---------------------|
| Oscillation Angle | $\pm 45$ degrees    |
| Oscillation Rate  | 5 cycles per minute |

b. Concave Roller Bearing Tests

Rex Chainbelt Incorporated (Shafer Bearing Division) is evaluating concave roller bearing performance at 450°F. Test bearings are double row roller bearings with 440-C races and rollers and Armalon (Teflon impregnated fiber glass) seals. A photograph of the test machine is shown in Fig. 4-18.

c. Track Roller Bearing Tests

The Torrington Company will be testing track roller bearings at 400°F. The bearings have 440-C races and rollers and Teflon seals. The bearing size and test conditions are as follows:

|              |                                  |
|--------------|----------------------------------|
| Bearing Size | 0.875 inches bore, 2 inches O.D. |
| Applied Load | 8,000 pounds                     |
| Track Stroke | 6.25 and 30 in.                  |

A photograph of the test machine is shown in Fig. 4-19.

d. Company Test Programs

Antifriction control bearings are tested in the machine shown in Fig. 4-20 to determine load life and torque data for preparation of design allowables.

A test machine is being designed to test track roller bearings. This machine will be used to develop load life and torque data for preparation of track roller design allowables. In addition to the above testing, work is being conducted to evaluate the use of a Boeing developed lubricant compact material in retainers. Lubricant compact materials are described in Sec. 3.7.2.

#### 4.2.2 Sliding Surface Bearings

Plain journal bearings, plain spherical bearings, and sliding track bearings are included in this category. These bearings are used in preference to rolling element bearings when loads are high, bearing surface speed is low, space for the bearing is limited, and torque requirements are not critical. These bearings are used in actuator head and rod end, control surface hinge, landing gear door hinge and trunnion, engine mount, engine throttle linkage, and track applications. Sliding surface bearings offer maximum load capacity in a minimum envelope and are used in all powered systems.

##### 4.2.2.1 Material Selection

The limiting materials in achieving long bearing life are those at the sliding surface interface and not necessarily the backup materials which can be made of heat and corrosion resisting metals. The metal, coating, plating, or lubricant at the interface is the key material. Test data show that several material combinations are available for long life bearings. These combinations are as follows:

a. Materials such as 17-4PH or NM-100 stainless steel sliding against Vitro Lube 1220 dry film lubricant coating on 17-4PH steel are used to 700°F. The long life of this combination is made possible by the use of Vitro Lube 1220. Of the more than twenty potential high temperature dry films evaluated at The Boeing Company, Vitro Lube 1220 exhibited longer wear life by a ratio of 4 to 1 over the second best material. Tests conducted on Vitro Lube at 10,000 psi and 450°F yielded an average wear life of 83,000 cycles. This life was in very close agreement with the life data published by North American Aviation in their paper, The Development and Testing of a New Ceramic-Bonded Dry Film Lubricant, by M. A. Hagan and F. J. Williams (Ref. 56). For additional information see Sec. 3.7.3.

b. Materials such as 17-4PH or NM-100 stainless steel running against a high temperature solid lubricant compact retained in a metal holder are used up to 700°F. The compact material of this combination was developed by The Boeing Company. Several compositions of this compact have been evaluated and results to date demonstrate its feasibility for use from -65° to 700°F and for loads to 10,000 psi. Development toward improving this compact material is being conducted under Air Force Contract AF 33(615)-3981, Airframe Bearings for Advanced Vehicles (Ref. 57). For load life data, physical properties, mechanical properties, and friction and wear data see Sec. 3.7.2.

c. Materials such as 440-C or 17-4PH steel running against a Teflon glass fabric adhesive bonded with Epon 957 are used up to 400°F. This combination has shown superior performance to bearings bonded with other adhesives. Work on this program began in 1962 when it was determined that a rolling element bearing of a reasonable size would not meet the requirements of the wing pivot bearing. Teflon glass fabric adhesive

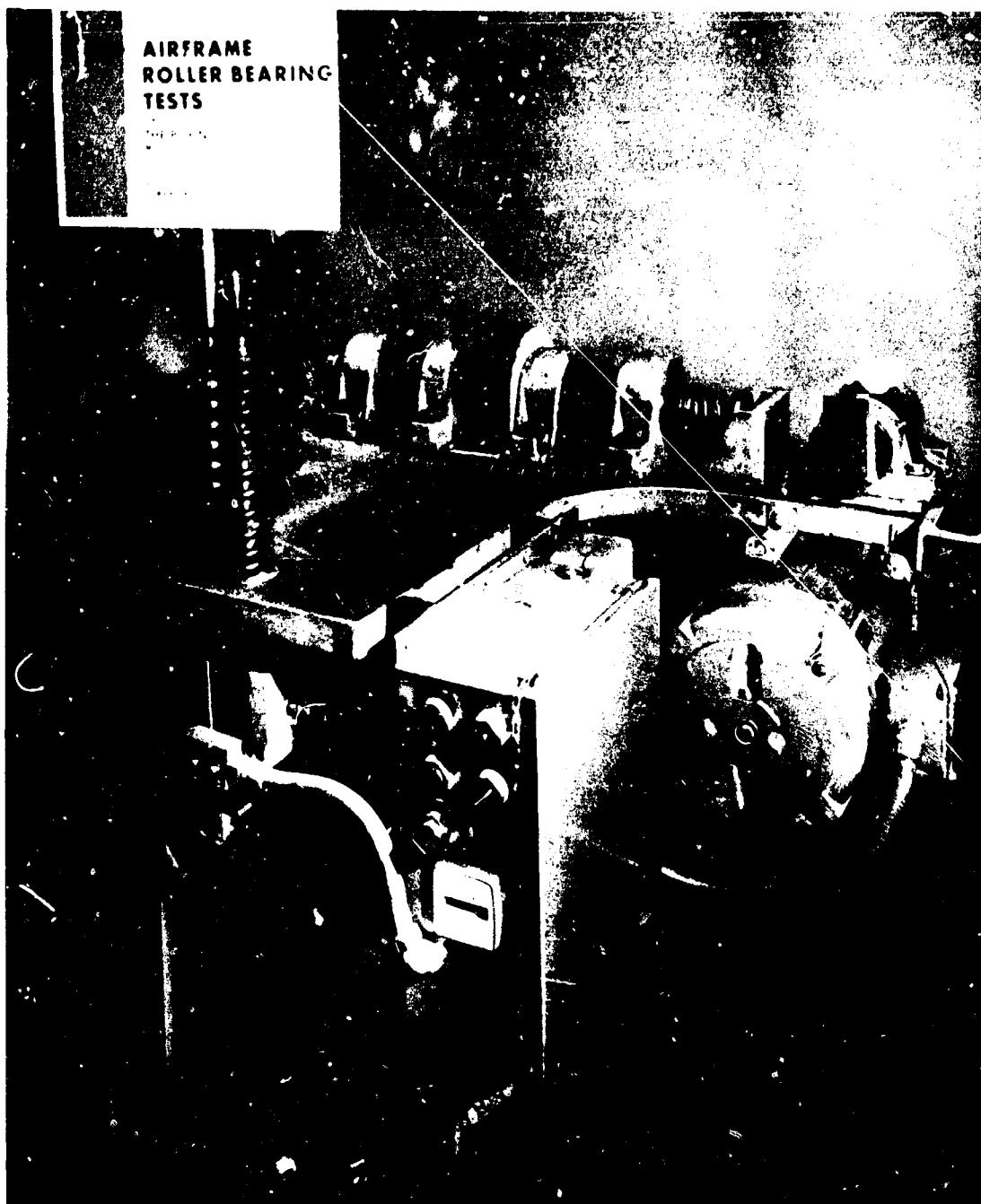


Figure 4-18. Shafer Bearing Test Machine

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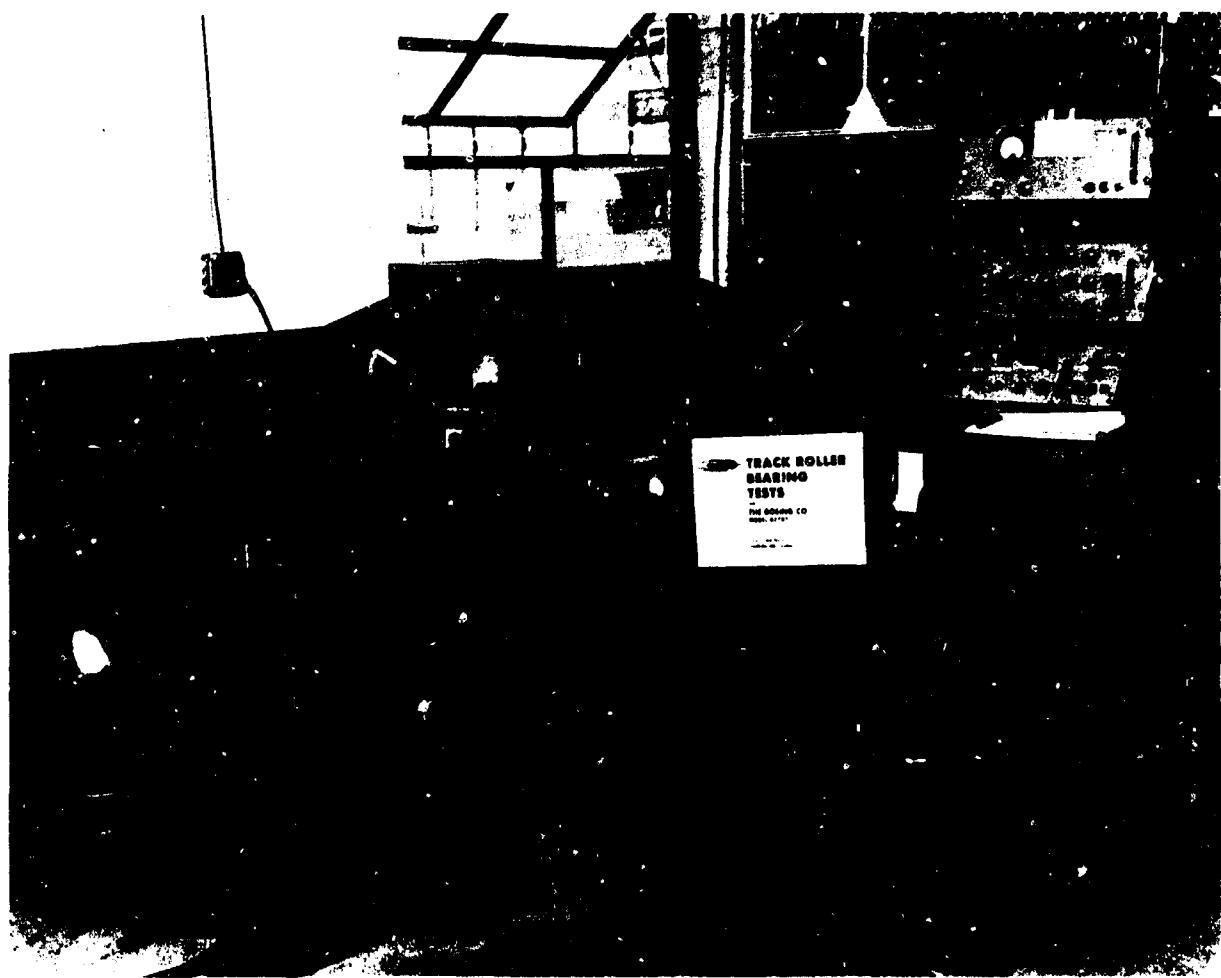


Figure 4-19. Torrington Bearing Test Machine

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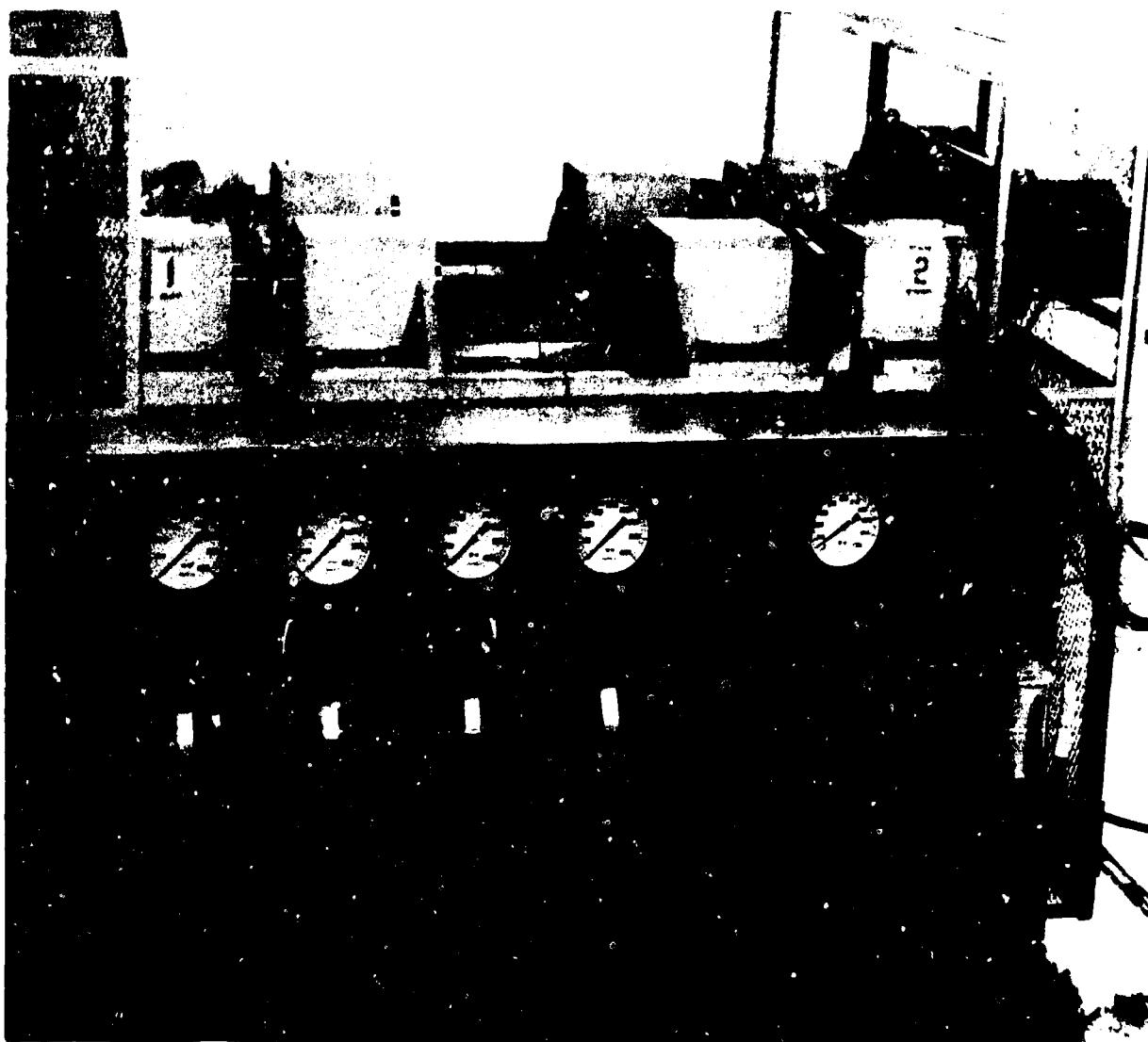


Figure 4-20. Reverse Load, Oscillating Motion, Bearing Test Machine

V2-E2707-8

bonded bearings were evaluated and design data are being obtained from a continuing test program in which a shaft is oscillated in a plain journal bearing. Materials tested include Teflon cotton, Teflon dacron, and Teflon fiberglass fabrics bonded with the adhesives shown in Table 4-E. Testing at temperatures up to 450°F and 20,000 psi show that Teflon fiberglass fabric bonded with Shell Chemical Company's Epon 957 results in longer and more consistent wear life than other combinations tested. This has been substantiated by more than 300 tests on bearings made by The Boeing Company and by bearing manufacturers. A summary of the data is shown in Table 4-F. A photograph of the machine used in these tests is shown in Fig. 4-21. A photograph of equipment used to measure wear by electrical resistance techniques is shown in Fig. 4-22.

The effects of fluid contaminants on bearing life was investigated. A screening test consisted of cycling the bearing to failure after 10 days immersion in the particular fluid which was at 200°F. After exposure to this severe environment new bearings were exposed to an environmental cycle more closely simulating potential airplane environ-

ment. This test consisted of immersing the bearing in the fluid at room temperature for 22 hr, removing and drying in air for two hours at 300°F. This cycle was repeated ten times and then the bearing was tested. Results of this environmental testing are shown in Fig. 4-23 and are compared to the minimum bearing life of unexposed bearings.

Valid correlation of the data to results of a test program using a large diameter fabric lined bearing is depicted by the quarter and full scale wing pivot bearing program reported in Document Airframe Design-Part E, V2B2707-9.

d. Wear, temperature, and corrosion resistant metals such as NM-100, AFC-77, and aluminum bronze, are used in conjunction with grease lubrication. Greases such as MIL-G-25760 and the new DuPont PR240AC cover the range from -65° to 450°F. For additional information on greases see Sec. 3.7.1. The materials combination selected depends on the operating temperature, load, contaminating environment, vibration frequency and amplitude, accessibility for relubrication, allowable wear limits, and allowable torque.

*Table 4-E. Adhesives Tested in Bearings*

| Adhesive Designation  | Adhesive Type                                   | Manufacturer                          |
|-----------------------|---|---------------------------------------|
| A 5900                | Phenolic  | Reichold Chemical Co.                 |
| AF-31                 | Nitrile-Phenolic                                | Minnesota Mining & Manufacturing Co.  |
| XB-131                | Modified Epoxy                                  | Minnesota Mining & Manufacturing Co.  |
| XC-131                | Modified Epoxy                                  | Minnesota Mining & Manufacturing Co.  |
| Epon 957              | Modified Epoxy                                  | Shell Chemical Co.                    |
| HT 424                | Epoxy Phenolic                                  | American Cyanamid, Bloomingdale Dept. |
| FXM-34B-34            | Polyimide with antioxidant                      | American Cyanamid, Bloomingdale Dept. |
| FXM-34B-25<br>(FM-34) | Polyimide with anti-oxidant and aluminum filler | American Cyanamid, Bloomingdale Dept. |

Table 4-F. Bearing Test Results

| Adhesive   | Test Temp. (°F) | Test Load (P3) | Prior Heat Soak Temp. (°F) | Prior Heat Soak Time (Hours) | Cycles Wear Life (Avg.)** | Cycles Wear Life |           |
|------------|-----------------|----------------|----------------------------|------------------------------|---------------------------|------------------|-----------|
|            |                 |                |                            |                              |                           | Min.             | Max.      |
| Epon 957   | 300             | 20,000         | None                       | None                         | 600,000                   | 280,000          | 869,000   |
|            | 300             | 20,000         | 300                        | 1000                         | 250,000                   | 165,000          | 336,000   |
|            | 400             | 20,000         | None                       | None                         | 480,000                   | 299,000          | 604,000   |
|            | 400             | 20,000         | 400                        | 1000                         | 175,000                   | 94,000           | 256,000   |
|            | 450             | 20,000         | None                       | None                         | 280,000                   | 256,000          | 300,000   |
|            | 450             | 10,000         | 450                        | 500                          | 180,000                   | 107,000          | 250,000   |
|            | 450             | 10,000         | 450                        | 1000                         | 90,000                    | 63,000           | 117,000   |
| XB-131     | *300            | 20,000         | None                       | None                         | *276,660                  | 268,696          | 284,623   |
| AF-31      | 300             | 20,000         | None                       | None                         | 205,967                   | 752              | 1,016,586 |
| A 5900     | *300            | 20,000         | None                       | None                         | *150,723                  | 98,164           | 203,292   |
| FXM-34B-34 | *300            | 20,000         | None                       | None                         | *88,909                   | 76,342           | 101,476   |
|            | *300            | 20,000         | 300                        | 500                          | *66,000                   | 65,188           | 67,187    |
|            | *400            | 20,000         | 400                        | 500                          | *98,143                   | 59,351           | 136,936   |
|            | 450             | 10,000         | 450                        | 1000                         | 96,767                    | (ONE TEST)       |           |
| HT 424     | 450             | 10,000         | None                       | None                         | 45,570                    | 7,530            | 77,300    |

\*2 Tests

\*\*Failure occurs when oscillating shaft wears through approx. 0.014 in. thick Teflon-F/G liner to the metal ring. Tests were performed on a 2.0 in. diameter bearing oscillated through arc of 120 degrees per cycle ( $\pm 30$  degrees) at rate of 20 cycles per minute.

As an aid in controlling the selection of materials, the information required for each bearing application is recorded on a data sheet similar to the one shown in Fig. 4-17. These data are reviewed by bearing specialists to ensure proper bearing system design.

#### 4.2.2.2 Design Configuration

##### a. Plain Spherical Bearings

This type of bearing is used in place of plain journal bearings in applications where misalignment is present. Plain spherical bearings are designed for oscillatory motion on the ball bore and self aligning motion on the ball spherical surface. Lubricant materials are applied to

both the ball bore and to the race inside diameter. Since the primary motion will occur on the ball bore, lubricants having low wear rates and friction properties are required at this location. Any of the material combinations listed in Par. 4.2.2.1 are suitable for use.

The race is of split construction held together by a sleeve which also retains the bearing in the housing. The inside surface of the race is accurately ground to match the ball spherical surface. This eliminates the poor conformity of race to ball generally found in swaged race bearing, permits precise control of internal clearances, and reduces bearing looseness resulting from applied load and wear. The ball



Figure 4-21. Oscillating Motion Bearing Test Machine

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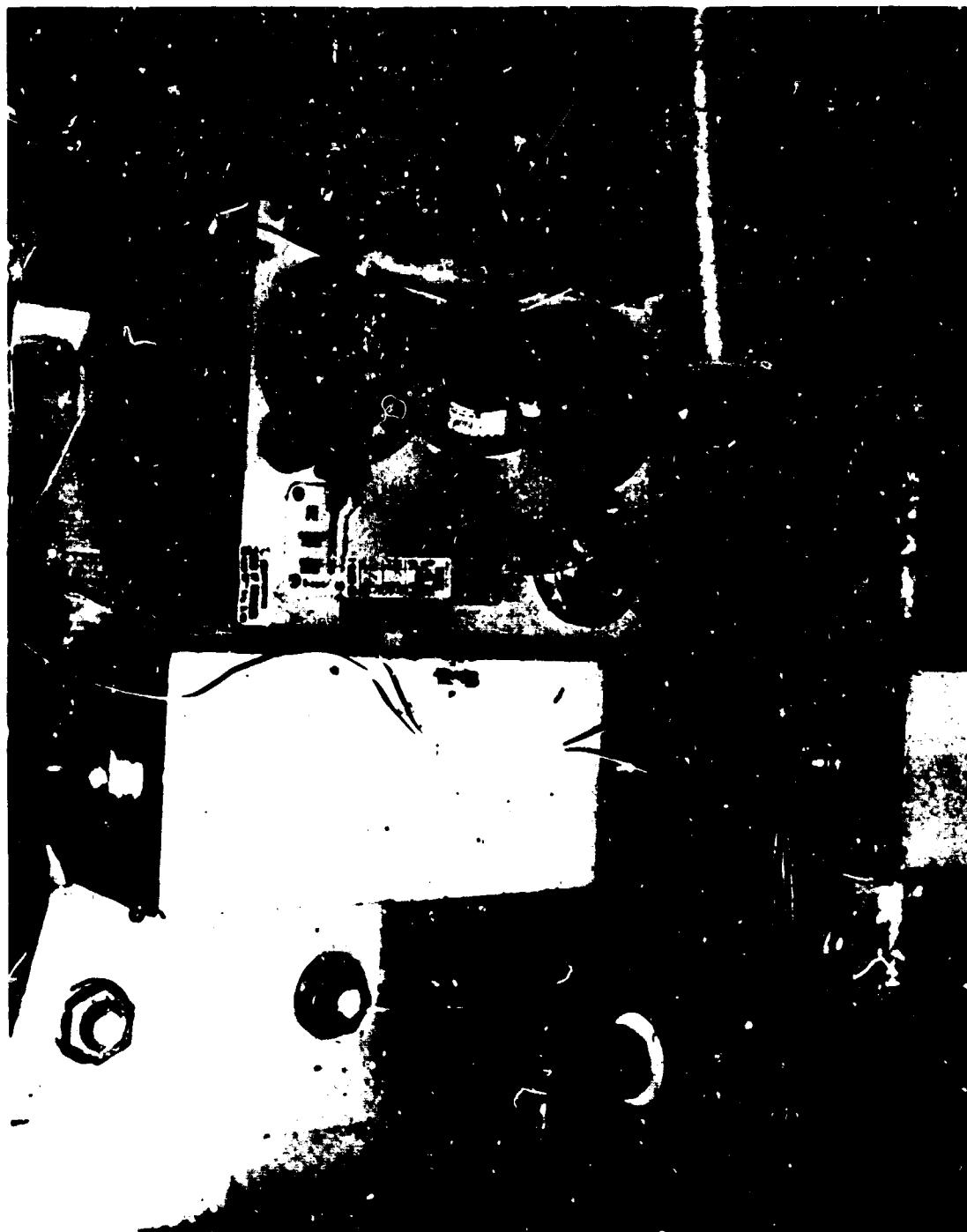


Figure 4-22. Equipment for Wear Measurement by Electrical Resistance Techniques

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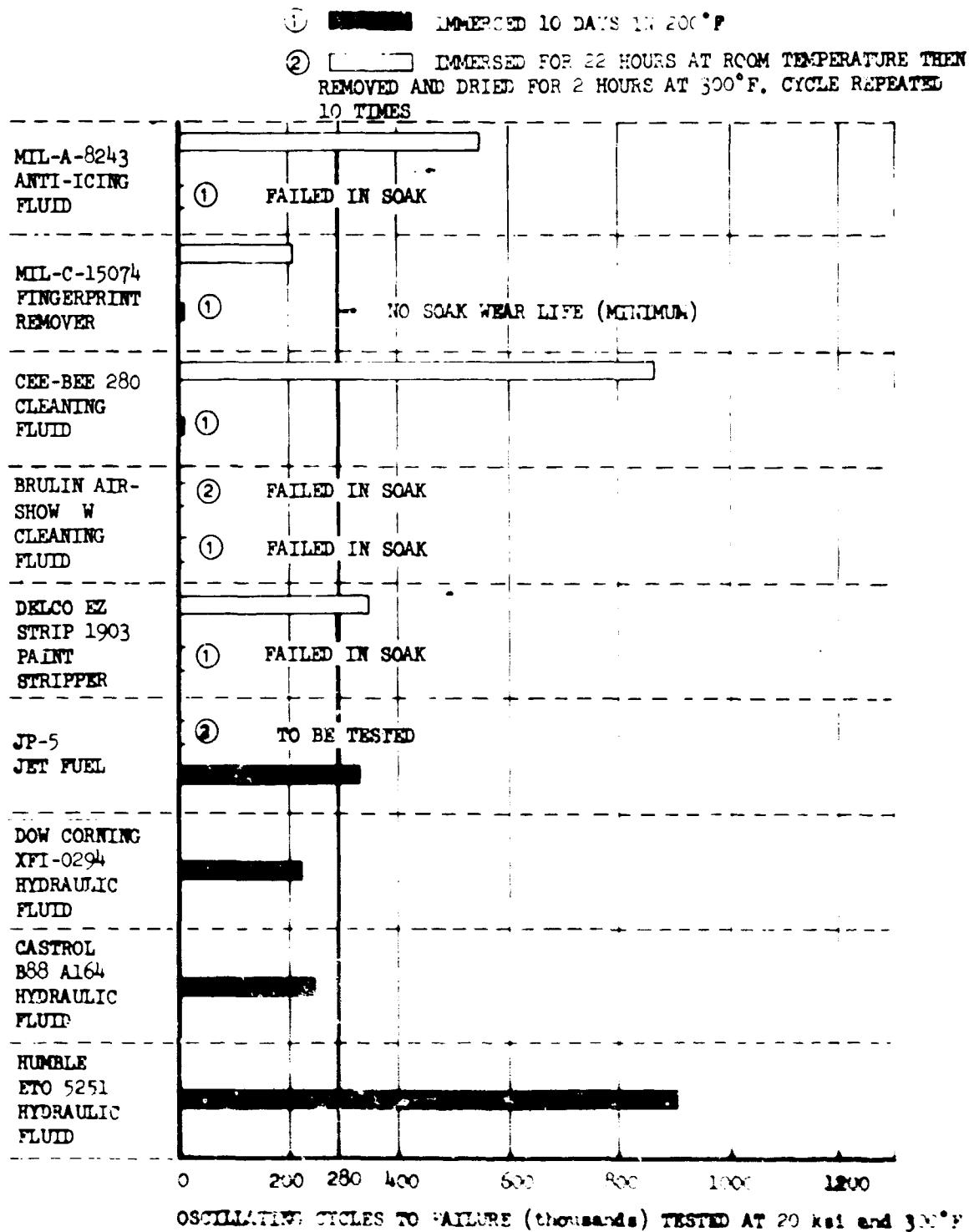


Figure 4-23. Fluid Compatibility Test, Epon 957 Adhesive

bore is bushed to permit positive system clamp up, to prevent bore lubricant damage during pin installation and removal, and to prevent pin damage should the lubricant fail. See Fig. 4-24.

b. Plain Journal and Sliding Track Bearings  
These bearings utilize the same material lubricant combinations as for the plain spherical bearings.

#### 4.2.2.3 Development Programs

Several development programs have been established to obtain load life curves for sliding surface bearings. These programs are obtaining data on the bearing lubricant material combinations shown in Sec. 4.2.2.1.

Design data on sliding surface bearing material combinations are being obtained in two ways. The first is by reciprocating a coated flat plate under a loaded rider at temperatures to 550°F as shown in Fig. 4-25. The machine used for this testing is shown in Fig. 4-26. The second method is to test plain spherical bearings having the desired metal lubricant combinations on the ball bore and spherical surface. During testing, primary oscillating motion occurs at the interface between the bearing bore and the pin with misalignment occurring on the ball spherical surface. Environmental and operational factors under investigation include applied loads to 40,000 psi, temperatures from 65 to 550°F, altitudes to 65,000 feet, oscillation angles from

± 1 degree to ± 30 degrees, oscillation rates to 60 cycles per minute, relubrication intervals, and contaminating environments. See Fig. 4-20 for a photograph of the test machine.

#### 4.2.2.4 Bearing Retention

Standard mechanical retention methods such as bolted end plates and snap rings are used wherever space and design loads allow. Where space does not allow mechanical retention, the bearings are retained by roller staking or by interference fit. As a positive means of resisting thrust loads, roller staking is used instead of or in addition to interference fit. Bearing retention processes are controlled by a company specification. Bearing outer races are coated with a dry film lubricant to protect Ti 6Al-4V housings during installation and removal of bearings. For interference fit bearings, the bearing outer race or the housing hole is coated to prevent galling and slipping. The application of the coatings is covered by company specifications. Table 4-G shows push out loads for various interference conditions and coatings.

### 4.3 SYSTEM PARTS

Hydraulic and fuel system fittings and hose assemblies, valves, actuators, tubing support clamps, and metal seals are fabricated from materials compatible with the system operating temperatures, support structure, and other environmental considerations. See D6A10120-1 for further information.

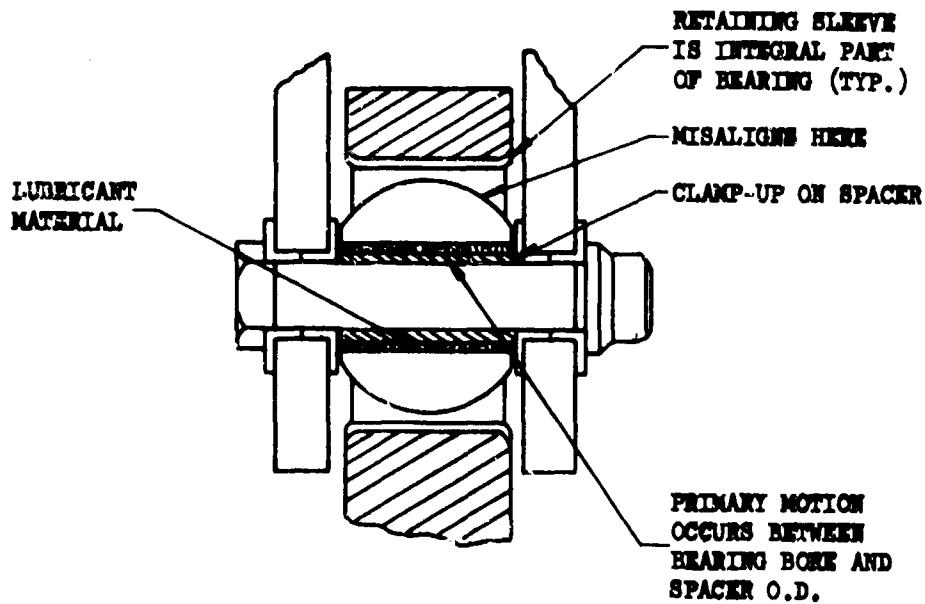


Figure 4-24. Typical Plain Spherical Bearing Installation

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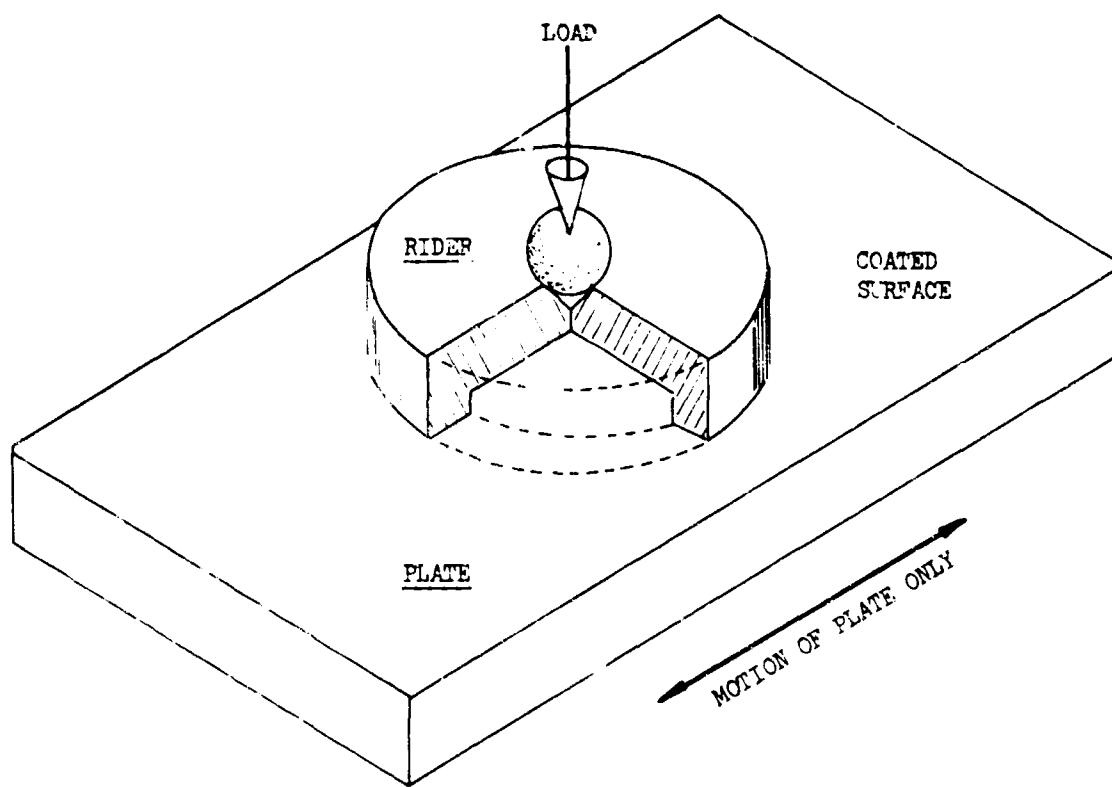


Figure 4-25. Sliding Surface Bearing Material Test Specimens

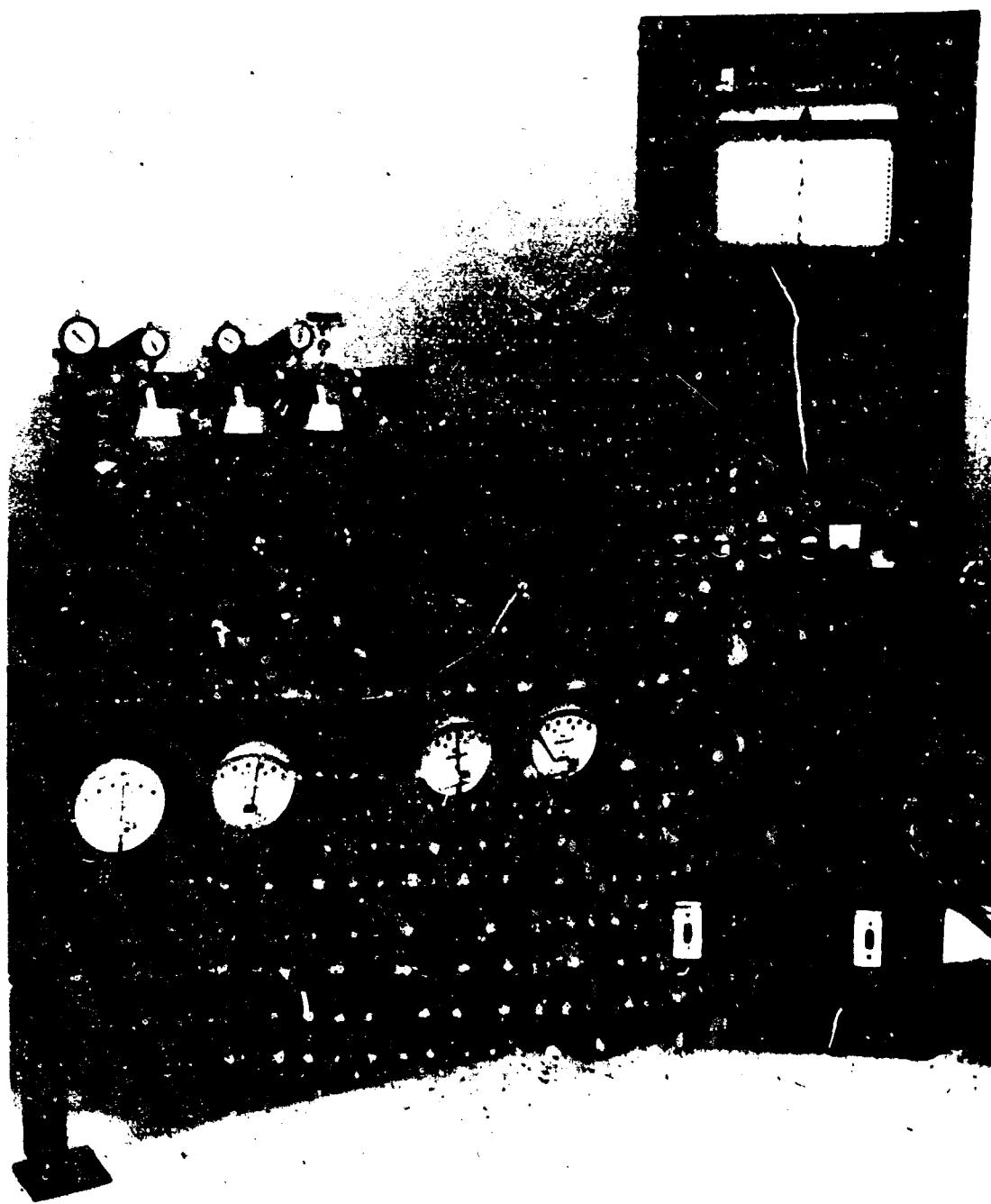


Figure 4-26. Wear and Friction Test Machine

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Table 4-G Pushout Loads for Interference Fit Bearings

| Coating                 | Applied To         | Pushout Load<br>(lb) At<br>0.0005-In<br>Interference | Pushout Load<br>(lb) At<br>0.0017-In.<br>Interference |
|-------------------------|--------------------|--|---|
| Lubeco 2123             | Bearing            | 1,000  | 2,600   |
| Titanium Oxide          | Bearing or Housing | 1,200  | 3,900   |
| Hard Chrome             | Bearing            | ----   | 2,900   |
| Watervliet Hard Coating | Housing            | 1,300  | 3,600   |
| Uncoated                | Housing & Bearing  | 600  | 2,300   |

1 1-in. OD by 0.40 in. wide 17-4PH bearings in Ti 6Al-4V housings

## 5.0 APPLICABLE DOCUMENTS

5.1 The following documents of the exact issue shown form a part of this document to the extent specified herein. In the event of conflict between

documents referred to here and other detailed contents of Sections 2., 3., and 4., the detailed requirements of Sections 2., 3., and 4. take precedence.

|             |   |               |  |
|-------------|---|---------------|--|
| FAR 25      | Federal Aviation Regulations, Part 25, Air Worthiness Standards, Transport Category Airplanes | MIL-F-007179B | Finishes and Coatings, General Specifications for Protection of Aerospace Weapons Systems, Structures and Parts                                  |
| MS-33557    | Nonstructural Rivets for Blind Attachment, Limitations for Design and Usage                   | MIL-F-22978A  | Fastener, Rotary, Quick Operating, High Strength   |
| MS-33588A   | Nuts and Plate Nuts, Self-Locking, Aircraft Design and Usage Limitations                      | MIL-F-5991    | Fasteners, Panel   |
| MS-33633A   | Inserts, Screw Threaded, Design and Usage, Limitations for (ASG)                              | MIL-F-7190A   | Forgings, Steel, for Aircraft and Special Ordnance Applications  |
| MS-33750    | Recess-Hi-Torque, Dimensions of Recess Gage, and Driver for                                   | MIL-M-25047B  | Marking for Airplanes, Airplane Parts, and Missiles, (Ballistic Missiles Excluded)   |
| MIL-A-5090  | Adhesives, Heat Resistant, Airframe Structural Metal to Metal                                 | MIL-N-25027B  | (1) Nut, Self-Locking, 250 Deg. F., 450 Deg. F., and 800 Deg. F., 125 ksi Ft <sub>u</sub> , 60 ksi Ft <sub>u</sub> , 30 ksi Ft <sub>u</sub>      |
| MIL-A-8806  | Acoustical Noise Level in Aircraft, General Specification for                                 | MIL-P-23460A  | Pin, Quick Release Positive Locking  |
| MIL-A-9067C | Adhesive Bonding, Process and Inspection Requirements for                                     | MIL-P-9400A   | (2) Plastic Laminate Materials and Sandwich Construction, Glass Fiber Base, Low Pressure Aircraft Structural, Process Specification Requirements |
| MIL-C-5688A | Cable Assemblies, Aircraft, Proof Testing and Prestretching of                                | MIL-R-5647B   | Rivets, Aluminum and Aluminum Alloy  |
| MIL-C-6021E | (1) Castings, Classification and Inspection of  |               |  |
| MIL-C-6818C | Clamps, Instrument Mountings, Aircraft  |               |  |

|                 |   |  |
|-----------------|---|--|
| MIL-R-7705A     | Radomes, General Specification for  | Air Force Systems Command Manual 80-1 HIAD   |
| MIL-R-8814 (1)  | Rivets, Blind, Non-structural Type  | MIL-HDBK-5 Metallic Materials and Elements for Flight Vehicular Structures           |
| MIL-S-5002A     | Surface Treatments and Metallic Coatings for Metal Surfaces of Weapons Systems                      | NAS 618 Fastener - Recommended Shank, Hole and Head to Shank Fillet Radius Limit for |
| MIL-S-7742      | Screw Threads, Standard, Optimum Selected Series, General Specification for                         | NAS 621 Fasteners - Titanium Alloy Procurement Specification                         |
| MIL-S-7839      | Screws, Structural, Aircraft  | NAS 1332 Pin, Quick Release Positive Locking, Single and Double Acting               |
| MIL-S-8202      | Sealing Compound, Temperature Resistant Integral Fuel Tanks and Fuel Cells, Cavities, High Adhesion | NAS 1347 Identification of Fasteners   |
| MIL-S-8879      | Screw Threads, Controlled Radius Root with Increased Minor Diameter, General                        | NAS 1400 Rivet - Blind, Self-Plugging, Mechanically Locked Spindle                   |
| MIL-T-5842A (1) | Transparent Areas, Anti-Icing, Defrosting and Defogging Systems, General Specification for          | FTMS No. 141 Paint, Varnish, Lacquer and Related Materials, Methods of Test          |
| MIL-STD-10A     | Surface Roughness, Waviness and Lay   | FTMS No. 175 Adhesives, Methods of Testing   |
| MIL-STD-143     | Specifications and Standards, Order of Precedence for Selection of                                  | FTMS No. 406 Plastics, Methods of Testing  |
| MIL-STD-453     | Inspection, Radiographic  | FTMS No. 601 Rubber, Sampling and Testing  |
|                 |   | AFR 400-44 Corrosion Prevention Control Program                                      |
|                 |   | ANA Bulletin No. 438 Age Control for Synthetic Rubber Parts                          |

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